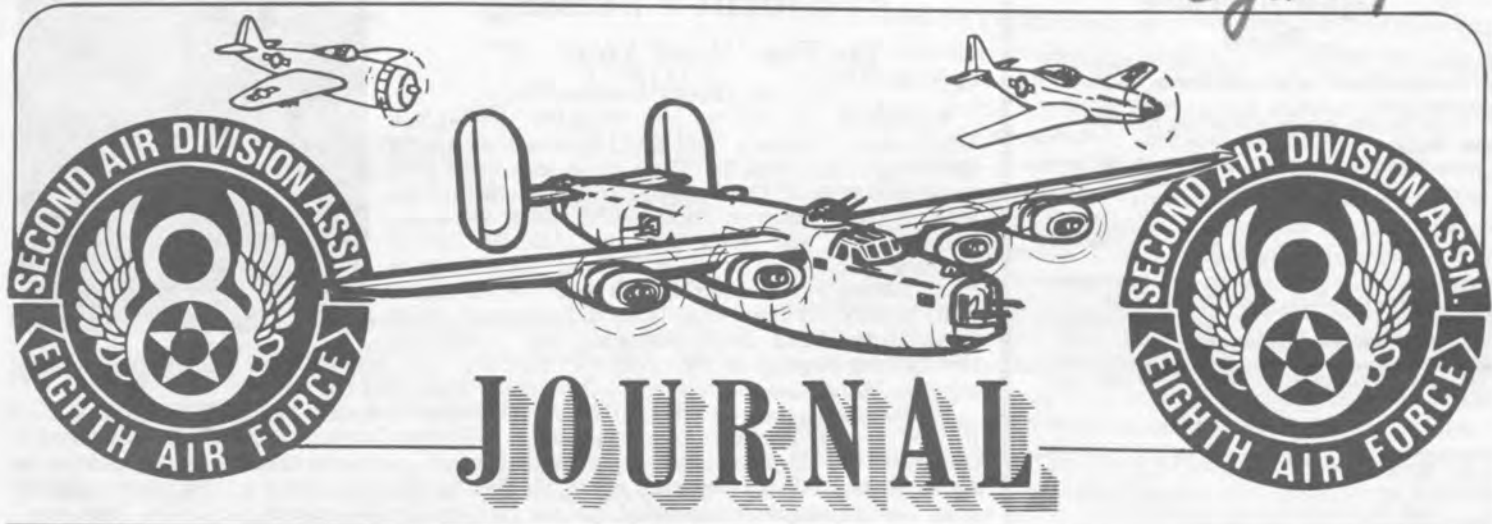


5 June 89



Vol. 28, No. 2

SECOND AIR DIVISION ASSOCIATION

Summer 1989



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President's Message To The "Last Man" ?!?

by C.N. (Bud) Chamberlain

Repeatedly, the point has been made that the 2ADA is determined to remain a "last man" organization. Thus it has been, is and shall be. There are at least three good reasons for this. (1) Our bylaws purposely restrict regular (voting) membership to fixed classifications of people; namely, those who served with the 2AD, 8th AF, or attached units during WWII in England. (2) We wish to avoid diluting our membership with those not sharing the same identity. (3) Our living Memorial in England, which honors our fallen 2AD comrades, was established through our largesse to their perpetual memory. Rest assured, your leadership is acutely sensitive to the need to preserve the "last man" status and has done so.

In spite of this, there have been frequent expressions of concern that the "last man" concept may be eroding. The latest example is a letter to Evelyn Cohen from Jim Coffey published in the Spring Journal. In his letter, Jim states that he is "...not going to encourage any member of his family to join" the Heritage League. He likes the idea that ours is a "last man" organization. Jim has somehow concluded that the Heritage League negates our 2ADA "last man" status. Emphatically not so! Unless he means that when the last of us is gone, we should erase the memory of our existence altogether. But, accepting that interpretation, in a sense, would mean our Memorial is for us alone rather than for those it honors and the generations to come. I would hope this is not his belief.

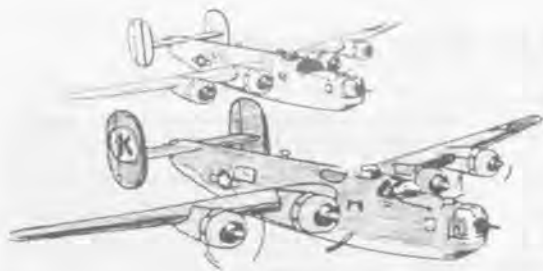
The role intended for the Heritage League is to prolong as long as possible the favorable impact of that Memorial. It is not intended to replace the 2ADA, but to extend its good works. Certainly, the Memorial Trust Governors in England under the British Charities Commission will care for the Memorial in perpetuity. But, its full effectiveness can best be expressed with a balanced living American and British outreach. What better source for the American view, after we have left the scene, than heirs of the 2AD on this side of the Atlantic. Additionally, the younger League will provide a vehicle to help us get together in those last few years before the last of us makes his or her last flight.

The Heritage League as a 2ADA auxiliary may have to wind up its affairs as that entity one day. We are researching that scenario now. But if it does, it likely will not be prior to another decade. By then, there will be an established body of interest to form a similar entity and carry on. So, to all of the Jim Coffeys out there who may be discouraging family members from joining the League, I ask you to reconsider. Encourage their participation. It has to be a positive force for the long term good of our Association and perpetuation of its works after our "last man" has gone and the 2ADA is no more.



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458th Bomb Group

by Rick Rokicki

1989 - HILTON HEAD ISLAND: Ceil and I returned from the 2ADA Executive Meeting held at the Hyatt Regency on April 3rd. This was our second visit to Hilton Head and I just can't say enough good things about this great convention location. The information I presently have is that there will be at least 128 from the 458th there. Both the Hyatt and the Mariner's are full; and the 3rd hotel, the Radisson, is filling up rapidly. The maximum seating at the banquet is just under 1,600. Don't miss this one, especially if you won't be able to make Norwich in 1990.

1990 - NORWICH: At this date, the 458th leads the Association in planned attendance for the Norwich convention. We have 141 presently "signed on." The plan is that we will occupy a brand new hotel on or very near the airfield at Horsham. Planned completion of this 100-plus room hotel, is December 1989. More info on this after our "pathfinders," Evelyn Cohen and Jordan Uttal return from their June 1989 visit.

458TH BOMB GROUP HISTORY: Received word from George Reynolds that the last "loan check" repayment was mailed on February 22, 1989, about four months ahead of schedule! George and I would like to thank the 53 who advanced the money to have this 3rd printing possible. We've both received excellent reports on the book, and several had the same idea when they said "the best \$19.00 value I've ever seen." I must admit that I was a bit apprehensive for a while, but the good word from George was that we had just over \$500.00 left in the account after all bills were paid. This money will be used to complete the Memorial we dedicated in October 1987 at Wright-Patterson Air Force Museum. Anything left over will be given to the Special Funding of the American Library Fund (read on for further info). Facts show that we completed a "successful mission" with this book and it now is up to us to lead in an even tougher mission ... one I hope many more of you will participate in ...

AMERICAN LIBRARIAN FUND. Although the American Librarian Fund (page 4, Fall 1988 Journal) has been very well explained by Jordan Uttal, our American Representative on the Board of Governors, I feel just a few words are necessary to clarify our greatest undertaking to date: the establishment of a \$500,000 Librarian Trust Fund.

Our plan is to raise this amount in this Fund, maintain it in Trust in the USA and contribute the income from it periodically to the Board of Governors to support the presence of an American professional and a library aide in such a way as to provide continuity in the years to come. This Fund will protect our contributions and preserve our tax-exempt status. Very basically, the *interest* earned from this source will pay the salary mentioned for both. The 458th is off to a fairly good start and it is my hope that the following information will convince you to help.

As of April 1st, the 458th has contributed \$4,795.00 with 19 checks and 4 pledges (not as yet fulfilled). This averages to just over \$250.00 from 19 of us. Surely the Group with the **HIGHEST** membership in the Association can do better than "fifth place." Excluding the 19 who have already contributed, if every one of the 633 remaining just gave the price of a tankful of gasoline, we would certainly be the "Lead Group" on our way to another successful mission. If you have any questions regarding this Special Funding, please write me. Let's do our part to reach the goal set.

SQUADRON PATCHES: Judging by the mail I received regarding both the Squadron patches and another 458th Group Reunion, I would judge that there is a definite desire for each. The "jury is still out" as far as to who will do the job and just when we can get them done, but many of our members have sent cost estimates. However, the more I explore costs, I find that you will get what you pay for, and the difference between a "low-ball" estimate with 50% embroidery and a 100% embroidered patch can be quite a lot. I planned to use the photos I took (Summer '88 Journal), but it might be necessary to again request an actual patch from our members. If that is the case, you will be advised. Since my 754th patch is still in the "far East," and the 753rd Squadron patch is hand-painted on leather, I may need these two in addition to the ones I originally received from Dario DeJulio and Gerry Allen. At the very least, I would hope to have these made by the time of the...

458TH BOMB GROUP REUNION II. Again, I've asked Durward Trivette to proceed with planning for this event to be held in Dayton. We would like to schedule this along with the additional work which we have requested done at our Memorial at W-P. It is more likely that we will have another separate mailing as we did in 1987. Don't have any costs or a date as yet, so "stay tuned."

TAILWINDS: There's simply not enough room to list all the new members and the latest address changes. If you want an up-to-date 458th Roster, please send a check for \$3.50 (made out to me), and I will mail you the latest Xerox copies. Cost includes the Xerox and mailing charges. Afterwards, you can check the new members and keep your roster current. **Harold Lambousy** saw a familiar name in the last Journal, **Thayer Hopkins**, his pilot. Last time they saw each other was when they bailed out on the March 6 '44 Berlin raid. **Ted Urbano** writes that anyone interested in an A-2 jacket and who can be in the Long Island City (NY) area, give him a call at 516-781-5398 for jacket info and costs. Ted, by the way, designed the 752nd Squadron patch! **John Jones**, a recent new member, advises that he received the 458th "History" and although he is listed as KIA (753rd, 24/11/44, page 76), he is very much alive! George will have some job exhuming him! **Graham Savill** advises the following: Efforts are being made to re-install the 458th Memorial, dedicated in 1976, in the new passenger terminal building at Horsham St. Faith. Also, the formation of "Friends on the Second Air Division Memorial" (a British contingent formed to assist in fundraising for the Memorial Library). Graham's function is as representative of the 458th at Horsham St. Faith. Additionally, as an officer in the Museum at the airfield, he states that the land rent has been increased to 4,500 pounds yearly! It would seem as if there is a move afoot to close this fully voluntary Museum. Graham and his lovely wife, June, are working for us in many ways. If you have an opportunity, tell them "thanks." Address: 55 Beechwood Drive, Thorpe St. Andrew, Norwich NR7 OLN, England.

Received word from the widows of three of our members who have made their "Last Flight": **Nelson Kramer**, **William Waldy** and **Joseph Morrison**, all passed away in late 1988. I've sent 458th BG sympathy cards to their survivors and hope that you will all pause a moment to remember them and all others who have been called to their Heavenly Reward.

Here's hoping that many of you were able to attend the 50th Anniversary of the B-24 in Texas, May 17-21. Sorry I wasn't able to be there, but more than a year ago, my sailing group committed to chartering a 46' Morgan "Out-Islander" for two weeks in the American and British Virgin Islands, our 10th annual sail in these waters. However, the plan to attend the San Diego B-24 50th Anniversary, Sept. 20-24, is still a "go." Those of you who need more info, check page 3, Winter 1988 Journal.

Spring has "sprung" in Maryland and all the outside work awaits the willing hand. As a result, the typewriter goes under cover and the lawn mower emerges (with a vengeance). Wishing you all a Super Summer!

Vice President's Message



by Frank DiMola

We are in the midst of a very important drive in building a Memorial Fund for our Second Air Division Memorial Library. Very seldom have we of the 2nd Air Division Association asked for the 105% support of any projects, but now we are. We are asking everyone to donate some funds, no matter how small and we do mean small, to this worthwhile project.

At our Executive Meeting in March of this year, it was disappointing to hear that such a very low percentage of our members have donated toward this drive. We are not looking for an immediate cash contribution, but a pledge to do so. You can span it over a period of time if necessary. There is an application form in this Journal, so at this moment, why not fill it out with your pledge and send it in.

The 445th Bomb Group is leading the pack with a total of \$17,930.00 and the 467th is leading in the number of contributors with 30. Only 232 members out of 7,300 have donated to the Memorial drive. This is less than 4% of our membership.

So, fellows and gals, let's get behind this drive. Make your pledge or donation right after you have read this plea and keep Jordan busy.

Notice to Americans Interned In Sweden

The Association of Americans Interned in Sweden (1943-1945) is considering an amendment to our constitution which would require our Association to meet twice annually, once at the 8th AF Reunions and once at the 2nd AD Reunions. The benefits to both of us are obvious.

We are now gathering our members for a second return to Sweden in June of 1990. Interested former internees are requested to contact me directly.

Jim McMahon, President
The Association of Americans
Interned in Sweden (1943-1945)
P.O. Box 4954
Santa Rosa, CA 95402
Tel. (707) 525-9707



392nd B.G.

by
John B. Conrad

The Winter issue of the Journal carried Myron Keilman's article on the Mighty Eighth's big week of February 20-25, 1944, including the 392nd's citation for outstanding performance in the raid on the Messerschmitt Works at Gotha on February 24. Milton M. Planche, navigator, with reference to the Gotha mission, has written "on behalf of ... James A. Ziccarelli (Fuddle), now deceased, (who was) bombardier on Captain John J. Reade's lead crew in the 578th ... Captain Reade's crew was at full strength on 2/24/44. Reade was leading the 578th and, I always thought, the 392nd. What can I say, after 45 years the mind is the first to go. However, this I do know. As usual when we were leading, Fuddle slept in the tunnel until we approached the IP. There was not room for both of us in the high altitude bookkeeping office. A formation of B-24s flew ahead of us as we turned from the IP. I hope it wasn't 579 Sqn. John was following this formation. I was checking the map and Fuddle was cranking up the bomb sight. I noticed ground explosions ahead, well off from the ME 110 plant. Grabbing his parachute, I pulled Fuddle up and pointed to the airdrome. I called John on the intercom, popped my head in the astrodome and pointed to the airdrome. Seconds later (it seemed longer) John went into a gentle turn to avoid spreading the formation. Fuddle cranked up again and was flat on target. He was most accurate. Indeed I do believe Fuddle received the DFC for this strike."

A delayed report has been received of the untimely death of the 392nd's good friend, Grace M. Kimble, 13 Ram Gorse, Harlow, Essex CM20 1PX, England. Her husband, Albert Kimble, advises that "... Grace became ill on Sunday, January 29th and ... she was hospitalized on January 31st ... at 0550 February 2nd on her brother's birthday she died ... her life with the 8th AF projects gave her so much to live for ... she has left files of correspondence, photographs and memorabilia, books, etc., a spare room full to show for it ..." Many 392nd members have maintained correspondence with her or have met her at reunions in England. Grace and Albert were guests of the 392nd at our Group's reunion dinner in Norwich in 1987 when Grace was presented with a plaque in recognition of her friendship and service to the 392nd.

Your writer met with the 2nd ADA's Executive Committee at its mid-year meeting on March 31 at Hilton Head Island. Plans were finalized for our 42nd annual reunion November 2-5, 1989. The facilities at Hilton Head are excellent. If you haven't already made reservations, do it now. Write to Evelyn Cohen, sending a \$50.00 deposit for each person attending.

Plans for the July 25-31, 1990 convention in England were also reviewed. The theme of this reunion is "We Remember the Villages" with ample time to visit the villages and bases. It's not too late to make reservations for this trip back. It appears that this will be the last reunion the 2nd ADA will hold in England, so if you would like to be there once more, please send in your \$50.00 deposit per person.

Those who are also members of the 392nd BGMA have the opportunity to visit England this year. President Lawrence G. Gilbert advises that final detailed plans and specifications for the Wendling Memorial renovation have been received from the Battle Monuments Commission. Preliminary leveling and surface work is underway under the direction of Tom Scott, our general contractor at Beeston where the Wendling Memorial is located. The completion date of August 30 has been set for this momentous effort. Attention is now focusing on planning for the dedication ceremony on October 7 with widespread participation by USAF and RAF units, British and U.S. dignitaries and our own 392nd BGMA delegation. As an adjunct to our memorial program, discussions are in progress with Beeston friends for support of the planned East Dereham Branch of the 2nd ADA Memorial Library and with 392nd historical material.

Roy C. Weber, Radio Operator, requests help in locating members of his crew. His pilot was W.M. Forsythe, who made it to Sweden after the Politz mission on 20 June 1944. Other crew members were: W.E. Olive, co-pilot; Norton M. Bean, navigator; Casmier Ceckowski, bombardier; Francis E. Young, flight engineer; W.E. Carrington, Gilbert Brockway, Gerald Plank and James Barton, gunners. If you have an address for any of these men, please write to Roy C. Weber, 1520 White Spar Road, Prescott, AZ 86303.

Joseph B. Payton, 90 Parkway, Little Falls, NJ 07424, 577th BS, Plane 898, Terri Ann, is searching for the following crew members: Kenneth W. Anderson, co-pilot; William Warntz, navigator; Bernard Jacklinski, radio operator; Richard E. Gillette, Asahel H. Thornton, George A. Kirk, gunners. Please send any information you may have to Joseph B. Payton.

About the Memorial

by Jordan Uttal

AMERICAN LIBRARIAN FUND DRIVE:

Thanks largely to articles in the Spring issue (Fred Thomas, Bud Chamberlain, and some of the Group VPs) there has been a nice response from you. But there is a long way to go, and we sure need your help. (See tabulation elsewhere in this issue).

There have been many interesting letters accompanying the remittances. I could use all my space on them alone. Two impressed me greatly. One was from the daughter of one of our old friends who spoke of the pleasure she derived from her parents interest in the Memorial and that she wanted to share their dedication by presenting us with a check. The other was from one of our members who apologized for the size of his donation but said he just could not be at peace with himself if he didn't make some contribution, however small. (He was assured by a prompt acknowledgment from me that the size of his contribution was secondary by far to the splendid spirit of his gift.)

So, good friends, if you can get to the Fred Thomas suggested goal of \$200.00 (or more), Great! If not, please do what you can!

BERTHA CHANDLER: I am pleased to report that I have spoken with Bertha and she is most desirous of maintaining her connections with the Association, and the Memorial. She is currently the supervisor of the largest of the three branch libraries in the Stamford, Connecticut Public Library System, and is settling in nicely. I am sure she will be pleased to learn, long before this appears in print, that at the recent Executive Committee meeting she was voted into Honorary Membership in the 2nd Air Division Association. We are delighted to extend our further thanks, Bertha, in this fashion.

2ND AIR DIVISION HISTORY/DZENOWAGIS VIDEO TAPES: On two occasions in the past year I have hand-carried approximately fifteen videotapes produced by the Dzenowagis family as gifts to the 2nd Air Division Memorial covering untold hours of interviews with 2AD personnel, the digest of some of them known as "Faces of the 2nd Air Division," and the wonderful record of our 1987 Norwich Convention, beautifully and most appropriately entitled "Eight Candles for Remembrance." These gifts have been greatly appreciated by the Board of Governors, and the Library staff.

More important that they have them at the Memorial Room is the fact that they are being frequently used. I quote from two letters from our current Trust Librarian, Phyllis Hunt, to two of my colleagues, as follows:

"We have had more than 200 American visitors from May to October. Many of them have seen 'Faces of the 2nd' and 'Eight Candles for Remembrance.' We show them in a corner of the Library on our

14-inch screen. The usual result is that as soon as the machinery is turned on and the American Visitor settles into his chair, everything else in the Memorial Room gradually comes to a halt - children stop looking at pictures of B-24s, ladies stop reading about Marilyn Monroe, our regular visitors stop examining the archives - everyone creeps toward the screen. Many of them remember the War - they begin to talk to the visiting member, and soon Tony and I are surrounded by a kind of family reunion.

"There is now a new organization, 'Friends of the 2nd Air Division Memorial.'" On the night of their first meeting we showed them "Faces" and "Candles." These are people who are really close to 2AD. They stood and watched these films in total silence. It was a very moving occasion.

"Thanks to Bertha's efforts, the Memorial is much more visible. We are very busy. I have never worked before in a library like this one - perhaps there *isn't* another one like it. The personal dimension is ever present. Everyone weeps when they see the Dzenowagis tapes."

I believe these expressions prove two very important points. *First*, our 2nd Air Division Memorial is attracting American and local visitors, thus carrying out its intended purpose of memorializing the service and sacrifice of 2nd Air Division personnel. *Second*, it is clearly demonstrated that having our Memorial staffed by an American Librarian and a full time Aide enables us to achieve this personal dimension which will perpetuate the memory of those who died, we who survived, and keep the bridge open between our two peoples.

These are most worthy goals. These are the reasons we feel you should want to contribute to the American Librarian Fund.

BRANCH LIBRARY PROJECT: I see by the minutes of recent Governors' meetings which I have missed, that there is great activity along this line. There will certainly be at least one in operation by the time we are over again in 1990 and I will have more definite word after I attend the next meeting on 22 June.

IN MEMORY OF A PAST PRESIDENT: In the "Folded Wings" section recently, the name of Ken Darney, Sr., 467th Bomb Group was listed. At the Executive Committee meeting at Hilton Head, a sum of money was voted to be sent to the Trust for books to be purchased in Ken's name. Ken served as President in 1971, and from 1963 on, he and dear Dot have been active supporters of the Association. We have missed him since his recent death, and will remember him fondly.

Once again, to all of you, I extend warmest fraternal greetings, and I will always be grateful to you for your support of our efforts to perpetuate the memory of our service together.

489th Bomb Group Over St. Lo

by James M. Davis

On July 24, 1944, the 8th Air Force would support the ground troops of the First Army in its effort to break through the German lines at St. Lo.

The 489th Bomb Group would lead the 8th Air Force in this effort. Early morning briefing told us we would make our run at 12,000 feet. Since the target could be clearly identified, this sounded like the nearest thing to a milk run since we started our tour - only about five hours - a short time over enemy territory at 12,000 feet - no oxygen mask or sub-zero temperatures - definitely a milk run.

As we approached the target area and opened our bomb bay doors, we suddenly were surrounded by heavy anti-aircraft fire. One of the first bursts of flak hit the plane in front and just above us. The hit was in the bomb bay and immediately the bomb bay was an inferno with flames streaking past the plane's tail. The plane immediately dropped down and out and exploded in a huge ball of fire as he cleared the formation.

Because of the haze and low clouds, the target could not be clearly identified - so we closed our bomb bay doors and started our return. The following Groups were advised and returned to bases. Anti-aircraft fire was very intense and some very large.

We could feel the concussion in front of our plane. My bombardier, Ernest Mackey, was still shaking when we landed - his front turret must have been the Germans' target of the day.

The next morning at briefing we were told we would return to St. Lo, and after yesterday's experience, we knew it would be no milk run.

It was dark - and during my pre-flight inspection while entering the plane, I raised up - hit the bomb fin hard enough to knock off my hat. Immediately I felt something running down my forehead and quickly discovered it was blood. My crew told me I'd have to go to the hospital and they stopped a truck and asked them to take me there. On the trip to the hospital, even though I had blood all over my face and clothes, I was glad I would not be going back to St. Lo.

Dr. Lavin looked over my cut and said, "Son, you did a good job of cutting it open, and it will need sewing up. but for now, I will try and tape it together and will sew it up after you get back."

I tried to reason with him that I could not fly - I couldn't even put my helmet on, as well as losing a lot of blood. He said, "Son, the Col. has told me there would be NO medical excuse for this mission and you don't need a helmet - you'll only be at 12,000 feet," as he started shaving and taping me up.

When he finished, I looked like a mummy. I returned to the plane just in time to start the engines and take off. The flak was not as bad on this second run to St. Lo, and we did successfully drop our bombs.

Upon return I went to the hospital and Dr. Lavin sewed up my head. Maybe that is the way to do it - I don't even have a scar.

The Low Level Mission of 24 March 1945 from Neil McCluhan record

Submitted by Paul Homan (448th)



McCLUHAN CREW: Standing (l-r): John Carabello, Elias King, Neil McCluhan, John Ziegler. Kneeling (l-r): John Berardelli, Kirby Lyle, Wade Dodds, Fred Wichman, Don Clark, Chris Snow.

From the commendation letter received by Lt. Neil McCluhan from Col. Charles B. Westover, Commanding Officer of AAF Station 146, Seething, the following is taken: "On 22 March 1945 you and your crew were especially selected to participate in the most important single air operation the Eighth Air Force has been called upon to execute since the invasion of France on 6 June 1944. As one of twenty-six crews selected from an available one hundred you were chosen to represent this organization because the skill, teamwork, and determination you had previously displayed in combat was sufficiently outstanding to assure your dependability on a mission requiring the utmost precision in navigation, pilotage, and crew discipline.

The purpose of the mission was to deliver supplies by air to an airborne army which had been dropped behind the enemy lines

only a few hours previously to cover the coordinated crossings of the Rhine by allied forces engaged in the invasion of Germany. The execution of this mission required precise formation flying at high altitude over a route from which the slightest deviation in course could result in complete failure to locate the assigned dropping area. It required instantaneous recognition of target markers and highly coordinated teamwork among each crew to insure that supplies were not dropped in the midst of the enemy. It further required coolness and courage to insure the safe withdrawal of each aircraft as it flew at tree top level over the prepared defenses of the enemy who were fully expecting such an operation to occur at this precise point.

The mission was accomplished as planned with few exceptions on 24 March 1945, and was highly successful. The supplies were

dropped under a withering barrage of 20mm and small arms fire from the enemy which severely damaged a large number of our aircraft and wounded many crewmen, thereby necessitating the utmost skill to effect the safe return of these planes and crews to their bases in England.

The entire operation was extraordinary in that it employed high altitude bombardment forces in a manner for which they had no opportunity to train. The contribution made by you and your crew toward the success of this operation is therefore doubly a credit to your ability and to this organization."

From Neil McCluhan's Mission Diary, the following is his account of the day: "24 March 1945, Mission No. 10. Right across Rhine on invasion area. Briefing 0530. Target: Area just over Rhine where Allied troops invaded. It's northwest of Wesel. Takeoff 0925. Temp. +18°C. Landing

1525. Bombload: 12 metal containers in bomb bay 3 baskets in waist. Summary: The whole crew except Berardelli flew. It was visual all the way with the release point at 300 ft., with an air speed of 150 mph. Intervalometer setting was minimum & load away at 1330. The load we carried was in the form of supplies to troops who had just crossed the Rhine. We didn't hit much prop wash, but fighters were poor support. The small arms fire over the target was very intense, & our plane was shot up pretty bad. We lost the Gee Box, V.H.F., Radio Compass, remote compasses, engine instruments for #1 & 2 engines, vacuum, & inverters. Engines #1 & 4 were shot up so that we could only get about 20" Hg on each of them. We climbed up to 5000 ft., & came back to the enemy coastline. We then decided to come on across the Channel. Just as we got over England, our #1 & 4 engines went out. The hydraulic fluid was gone & so we didn't have any flaps at all, & only one good pump on the brakes. Just as we sighted the field, we lost #3 engine & so we came in with only #2 engine operating. We cranked the gear down. We landed with an airspeed of 150 mph, & then we went off to the right side of the runway. We hit a ship that was on the perimeter, as it was just sitting there for no apparent reason. If he hadn't started moving when he did, we would have hit him broadside. As it was, our right wing hit his right wing & right vertical stabilizer. Everything ended up alright though. Clark was hit over the target with shrapnel & got about 14 superficial wounds in the legs. He made it alright, & is getting along alright now. Carabello took good care of him. We had a malfunction of our racks & as soon as we opened the bomb bay doors, the containers from the bomb bay went out. They went out just before we hit the Rhine, but the baskets in the waist went out at the proper place. The ship was shot up, as the left wing was hit, & the tail turret was really hit. It's lucky that Berardelli wasn't along. We were one of the crews selected for this long awaited mission, & it made me feel good to be on it. The airborne operation went from early morning until late today. First the airborne infantry & para-troopers went in, then the fighters strafed the area. We dropped supplies next, & then more bombers came over & bombed the area. It was a great day for the Allies. On the way over, we went over Dover, & saw the white cliffs. We went over Bologne & Calais, and could see the effects of our bombings. That was a mission I'll never forget. McFarland went down on this one."

The Engineering report on the plane brought back by Lt. McCluhan is as follows: Left wing tip trailing edge shot away; Number 3 main fuel cell punctured in left side, result small arms; Explosive shell entered left side of fuselage at sta. 4.0, severing instruments, radio, and all engine electrical wiring, approximately 110 wires, #1 and #2 generator regulator mounts damaged, APU converter junction box, hydraulic

lines, heater line, left front bomb bay control system linkage damaged, radio floor support brackets damaged; #3 engine rocker box oil feeder line severed by small arms, Engine feathered; #4 right main fuel cell punctured, result of small arms; Small arms fire through #4 engine nacelle on right side; Two large holes through top surface of inner wing between #3 and #4 engines; Hole in bottom side of right hat section, result of small arms; Hydraulic auxiliary line punctured at check valve; Aileron cable badly frayed left side at sta. #4; Generator control panel and wiring badly damaged; Fuel sight gauges badly damaged; Rear battery case damaged, #1 and #3 throttle cables and #1, #2, #3, and #4 mixture control cables severed at sta. 4.0 and 4.1; Aileron trim tab cable severed; Small arms hole in right elevator and stabilizer; Leading edge between #2 and fuselage perforated; #4 supercharger shroud to be replaced; Righter outer wing panel, aileron, flap and aileron cables to be replaced; Replace right side auxiliary fuel cells; Twelve hydraulic lines in bombbay, right side to be replaced; Bombbay doors frozen shut as result of damaged tracks on front right and left side and frayed cables; Flak and small arms damage throughout plane; #1 and #2 engine instruments shot out; Tail turret badly damaged.

The "Stars and Stripes" clipping reporting the 24 March activity had this to say: "Having culminated its role in the Rhine crossing Saturday with blazing bomber and fighter sweeps up and down enemy territory, activities of the 8th Air Force fell off sharply as approximately 250 Liberators and some 250 Mustangs and Thunderbolts attacked three underground storage depots near Brunswick and Hamburg.

But on Saturday, the 8th put together a mighty procession of bombers and fighters which flew 3,000 sorties in cooperation with the troops streaming across the river. The bombers, which had been devastating enemy airfields east of the Rhine for three days, plastered 16 more and dropped weapons and supplies in a daring low-level operation to paratroopers immediately after they had landed.

From dawn to dusk Thunderbolts and Mustangs patrolled the battle area, riddling troop concentrations, supply columns, rail yards and airfields. Only 66 Nazi fighters were met, an indication of the results of the bombers' relentless attack on Luftwaffe fields, and 53 of these were shot down. The 8th lost 22 bombers and four fighters during the day.

Liberators which dropped supplies to the airborne troops bore the brunt of the losses - 20 out of approximately 240 which followed directly behind transports and gliders and dropped the sky-fighters some 600 tons of weapons and medical supplies from 100 ft. The Libs had to battle through an intense storm of 20mm anti-aircraft, machine-gun and small arms fire.

The massive operation of the 8th was split

three ways. Early in the morning around 1,050 Forts and Libs hit 12 airfields east of the Rhine. This was followed by the mission supporting the airborne troops. Then late in the afternoon 450 heavies struck four additional fields in the Reich, raising to 25 the total of airdromes hit by the 8th in its fierce attack on Nazi fighter bases.

At the day's end the German lines were a shambles, supply lines wrecked, rails torn and twisted, airfields gutted and cratered. Long columns of enemy convoys were set aflame and riddled by fighters. An entire motorized infantry battalion was battered and routed by Mustang pilots who caught the unit as it roared along a highway near Cologne.

Fighter pilots reported shooting up 45 locomotives, 210 rail cars, 300 motor vehicles and 21 barges. Most of these transportation elements were loaded with personnel."

The final page of this story, as it relates to Lt. Neil McCluhan, is the following General Orders, Headquarters 2nd Air Division, dated 3 May 1945: "Extract of General Orders No. 154." Subject: "Awards and Decorations." The Distinguished Flying Cross is awarded to the following Officer: Neil R. McCluhan, Second Lieutenant, Army Air Forces, United States Army. For extraordinary achievement while serving as Pilot of a B-24 aircraft on a special low level supply mission, 24 March 1945. Lieutenant McCluhan's aircraft sustained severe battle damage from enemy small arms fire while flying at an altitude of fifty feet. Displaying commendable aggressiveness, Lieutenant McCluhan continued on to successfully complete his mission. Striving to gain altitude a third engine became inoperative as he reached the English coast. Lieutenant McCluhan skillfully piloted his damaged aircraft to his home base on the one remaining engine where he effected a safe landing without further incident. The courage, skill and outstanding devotion to duty displayed on this occasion by Lieutenant McCluhan reflects the highest credit upon himself and the Armed Forces of the United States. Entered military service from Nebraska.

by COMMAND OF GENERAL KEPNER:
Francis H. Griswold
Brigadier General, U.S.A.
Chief of Staff

Neil McCluhan passed away in January 1988, but not before he gallantly fought his serious heart condition, and attended the 1987 Second Air Division Reunion in Norwich, as well as the re-dedication of the Station 146, Seething, 448th Bomb Group Control Tower, which was restored by a dedicated group of Seething area residents with funds donated by many 448th Bomb Group veterans. The Control Tower today stands as another great Memorial to those terrible days of 1943-45, and to those such as Neil McCluhan and his crew, whose valiant efforts resulted in the tremendous Victory achieved.



Open Letter To the 93rd

by Floyd H. Mabee (93rd)

FOLDED WINGS OF THE 93rd (NOT MEMBERS OF 2ADA): In reference to my request for information in the Spring Journal about Col. Leland Fiegel, I want to thank all who called or wrote me about him. I received different dates, 1947, 48, & 49 that he was killed in either a small plane or C-45 crash at Prince Patrick, Maryland. Unknown Crew Chief was able to jump to safety, aircraft had engine trouble. Col. Fiegel was the 3rd Commanding Officer for the 93rd, 9 Aug. '43 to 27 Sept. '44. Thanks again for this information; I just don't have time to write each of you. I sure wish all of my inquiries in the Journal were answered as quickly as this was.

AMERICAN LIBRARIAN FUND: I hope that you all read, in the Spring Journal, "An Open Letter to All Members," by J. Fred Thomas, past president of the 2ADA. If you haven't, please do so. I had made my three-year pledge last June and have made two installments. I have pledged a lot more than I can really afford, but I truly believe in making this Fund possible for the good of our beautiful Memorial Room. At our mini-reunion dinner meeting at Colorado Springs last year, I knew that I couldn't do justice speaking about this, so I asked Jordan Uttal to speak to the 93rd members about this and he so graciously presented the proposal of this fund to the 93rd members present. As I know of no one more qualified to make this work than Jordan, please let's back him for this worthy fund, to keep an American librarian and aide at our Memorial Room, for the benefit of yourselves and your heirs.

INFORMATION NEEDED: Anyone who knows the location of James K. Barret and Edward P. Ryan, Jr. please contact me. They both flew on "Leading Lady," #44-50487, 93rd BG, 330th BS, from Feb. '45 to May '45. Their crew members are trying to locate them.

Also, does anyone remember or know where any of these fellows are that flew on "Liberty Lad," 409th BS: 1/Lt. Kenton D. McFarland, P, DSC awarded, last known address Galt, Cal.; F/O Henry A. Podgurski, CP, Manor, Pa.; F/O Andrew Mordovancy, N, Olyphant, Pa.; M/Sgt. Robert W. Slade, B, Norfolk, Va.; T/Sgt. Oda A. Smathers, R, no address listed; T/Sgt. Johnnie Brown, Obs G, no address listed; Sgt. Byron G. Kuhn, TG, Grefton, W. Va.; S/Sgt. Gumencindo J. Frausto, TB, Limona, Fl.; S/Sgt. Floyd D. Wilson, WG, Denver, Colo.; and S/Sgt. Louie M. Angerine, WG, Grenada, Miss. They returned from successful Ploesti mission on two engines, 1 Aug. '43. None of the fellows are members of the 2ADA.

Would like to find T/Sgt. John J. Hayes, who was TT Eng. for this crew in the 409th. An old Artillery buddy, pre WWII, of John would like to find him, and I also would like to find any or all of these fellows.

I have received these three names from a couple fellows, can't remember who. Warren S. Wiesler, Anthony Varinski, and Don Henson. I had mailed applications to these fellows, and each time they were returned to me, address unknown. Please send me the right addresses and I'll try again.

INFORMATION FOR MEMBERS: Walter M. Burkard, 1901 Chula Vista Dr., Belmont, CA 94002 was in the 328th BS, 93rd BG. He started with the Group at Ft. Myers, FL in '42, worked on radio equipment, and would like to hear from any 93rd men who knew him.

On 3/23/89 I received a list of twenty-four 93rd members who had been dropped from membership for non-payment of 1989 dues after two dues notices were sent to them by Evelyn. I had anticipated this and had a pleading letter ready and mailed it the next day. As of 4/8/89 I received dues from two and a notice from Mrs. Gerald Smith, Wildwood Crest, NJ, that Maj. Smith (Ret.) had passed away on 6/23/88. He will be noted in the Folded Wings column of the Journal. Now I'm keeping my fingers crossed. I did have 597 members, working hard to make it 600. You just can't realize how devastating this is to me every year when this list comes in. Please, fellows, pay your dues on time. If for some reason you can't, write to me and explain. I'm sure we can work something out, so you won't miss any of your Journals.

93rd MEMORIAL FOR USAF MUSEUM AT DAYTON, OHIO: Just after I sent my report of "Open Letter to the 93rd" for the Spring Journal, I received report from our Memorial Chairman William F. Doerner, 620 W. Highland Rd., Sagamore Hills, OH 44067; tel. 216-467-8726 that he had arranged for our dedication for 26 May at 10:00 a.m. This is the problem we have getting information to members. I must have my report to Bill Robertie at least six weeks before the printing of the Journal, and usually by the time you receive it, some information is incomplete, incorrect, or outdated. Sorry about that, I know our editor has his problems also. Anyway, I contacted Bill Doerner and suggested that he change the dedication date, as it was too close to the Fort Worth Anniversary. So he has made arrangements for our dedication to be 28 July at 10:00 a.m. He informed me that he picked a space in the new area adjacent to the 8th Air Force Memorial. If you plan to attend, please call or drop Bill a note. He has contacted the Holiday Inn, Dayton Mall, 7999 Prestige Plaza Dr., Dayton, OH.; Tel. 513-434-8030. For any that wish to stay over, make your own reservations. If we have a good attendance, we will plan something further. When Bill volunteered to take on this job, I told him to pick his committee from members in Ohio. He declined, and with great dedication and a lot of traveling time and expense, he has accomplished our goal on his own. Thank you, Bill, for your dedication, you have made my job somewhat less difficult. I suggested that if it looks like we might have a good response, he select a committee from a list of Ohio members, and try to plan a dinner or something so that the fellows traveling a distance have something besides the dedication. This was just a thought on my part. What do you think? Please send your donations to Charles Weiss, 21 Moran Dr.,

Waldorf, MD 20601. Make checks payable to "93rd Bomb Group Memorial Fund." Donors' names will be noted in our handout program that Bill is making. As of 31 Jan. '89, Charlie informed me that only 15 members (one made two donations) had contributed since the England Memorial. Come on fellows, what do I have to say or do to get you to respond to my pleas. Would a song and dance help? Of the number of members we have, all we would need from you is \$5 or \$10 each; more would be a big help to accomplish what I am trying to do for the 93rd. I spend more than that every day for time, copies, postage and travel for your benefit, at no cost to any of you. Enough said on this subject.

SQUADRON & GROUP EMBLEMS: I wonder sometimes if all of you even read my "Open Letter to the 93rd." I do receive some words of praise at times though. I seem to receive more help from fellows in other Groups in the 2nd ADA. Lt./Col. Tom McKiernan (Ret.) from the 458th BG (he was also in the 93rd) found a company and sent me a quote for making the emblems and offered to put money up front for the 329th. I will put up the money for the 328th and Squadron Leader M/Sgt. Joseph Beach has offered for the 409th. All I need is two or more to put money up front for the 330th and Group Emblems. This money will be paid back as they are sold. We will get 100 of each, as the price is only \$212 additional cost for 100 over 50 emblems. The rates were much better than any I had contacted from catalogs that some have sent me. If you are interested, send me a card, no money until I receive them and notify you. I will need an average of \$227 for each Squadron and Group emblem.

THE STORY OF THE 93rd BOMB GROUP: Since my Spring report, I have found the original author of this History, and he is a member. I misunderstood his last name as Berna instead of Altilio Verna, and sent him an application. He called me and got me straightened out, and has given me his blessings for us to copy this. I just didn't want a law suit on my hands without his OK. I will now get busy and contact a printer for a quote. I was told by one of our Associate members that he had contacted a printer, that they would be around \$30 plus postage, will let you know after I contact them. Now send those cards if interested, no money at this time. I have 21 requests so far and an order of 60 from an East Anglian book dealer. More on this later. I received a phone call from George W. Bailey, Banning, CA with an offer to send me his original copy, and I have received it. George was original co-pilot on the 93rd's very famous plane "Bomerang," first plane in ETO to go 50 missions.

NOW SOME GOOD NEWS: In Jan. '89 I wrote to Lt./Gen. E.J. (Ted) Timberlake (Ret.) and requested that he be our guest at our 93rd Mini-Reunion Dinner Meeting at Hilton Head in Nov. '89, and would he please care to address the troops after dinner. I received an affirmative answer. Quote: "I will be delighted to address the 93rd members. That's one time I won't be nervous talking. You can't be nervous when you are among friends, and you all are my friends." I thought you would all be pleased to hear this, as I am.

December 24, 1944

by Ralph H. Elliott (467th)

The "Stars and Stripes" carried the following article in its December 27, 1944 issue: "Record Bomb Blow 8th AF's Yule Gift to Nazis - Over 2000 Heavies-Biggest Single Mission-Unload on Christmas Eve." The article reads in part:

"While the weather closed in again yesterday to curtail air activity against the enemy, the Eighth Air Force was still counting up the results of its Christmas present to the Nazis, delivered Sunday by more than 2,000 heavy bombers and 900 fighters, the largest force of heavies ever flown on a single mission.

Sunday's big air attack was part of a weekend pattern, which continued yesterday, designed to pound the hell out of all communication lines supplying and reinforcing the German armies in their current counter-offensive. It was in direct support of the U.S. First Army forces which have been rolled back into Belgium by the weight of the German drive. Taking advantage of clear weather, the Dec. 24 mission started for Germany in the morning and the first bombers were entering Germany as the tail of the tremendous column was leaving England.

Sunday's big attack continued the pounding of the airdromes at Frankfurt. These lie across the Rhine just opposite the bulge the Germans have driven into the 1st Army lines. The heavies dropped 100-, 250-, and 500-pound bombs on hangers and airfields.

Most of the targets the heavies went for were tiny road junctions, railroad crossings, and bridges. Clear weather enabled crews to see the targets and to bomb visually.

The fighters had a good day Sunday, too, taking on the Luftwaffe in a series of dogfights from which 76 of the Nazi fighters failed to return."

In another article, titled "Highlights of the Year," Dec. 24 was chronicled this way:

"Over 2,000 Eighth Air Force bombers dispatched. Largest force of heavy bombers ever sent out on a single operation by any air force anywhere. With engines developing the power of more than five Boulder Dams or 46 Queen Marys, the Forts and Libs formed a column of combat wings 400 miles long, carried more men than compose an entire infantry division - Madison Square Garden would have been required to brief them all."

On my original copies of the 467th Bomb Group formation sheets, 63 B-24s and crews, comprising seven combat squadrons are listed with Colonel Shower as Command Pilot for the Group. The first four squadrons (I think) bombed Daun, while the last three squadrons bombed Gerolstein. My crew was leading the seventh squadron with 791st Operations Officer John Conley as

command pilot. John was killed in the crash of an early F-90 jet fighter around 1950.

My diary reports the mission as follows: "Flew troop support today hitting at railroads and roads just over the lines. Our target was the R.R. yard at Gerolstein, Germany, just southwest of Koblenz. It was the biggest effort ever put up, and we put up 63 planes - 7 squadrons, the largest number ever put up from this field. They even flew "Big Pete," the assembly ship. It has no guns and the crew carried carbines.

For the first time in months the weather was perfectly clear and bombing was visual by squadrons. Assembly was in two groups, 4 and 3. We flew lead of Green 7. Hit the coast at Ostend going in and cut S-east to our IP just at our front lines. B-group (5-6-7) escheloned in trail and made a good run into the target. Yarcusko had trouble picking up the target but Nat (Parodi) did a beautiful job of pilotage (going) in and we hit over but on the tracks. Our 3 squadrons all hit in there and the pictures showed that we did a good job. There was no flak and no fighters altho one group did get hit. The standard bomb load was 24 X 250 GP's altho we had only 6 X 250 GP and two smoke markers in (AC) 852. There was snow on the ground from about the German border in and pilotage was difficult."

Even today my memory is of the overwhelming number of bomber formations, both B-24s and B-17s, stretching in all directions. That probably accounted for the unusually late 1156 hr. take off and where we fit into the bomber stream. I can also recall vividly the problems the bombardier (Yarcusko) and pilotage navigator (Parodi) had in picking up the target due to the snow which made everything look the same. About half way down the bomb run, Yarcusko thought he had the target and tried to drop, but, luckily, the bombsight malfunctioned and when the indices crossed the bombs didn't go away. At the target the same thing happened again, but we were able to salvo and hit just over the MPI. Again, luckily, we were paralleling the tracks and did do some damage.

As a footnote, Bill Yarcusko transferred to Chapman's crew which was hit by flak over Berlin, headed for Russia and was then shot down by the Russians while trying to land. They ended up back at Rackheath a couple of months later, Bill with a 2-foot long "short snorter." (For the uninitiated, that was a roll of as many kinds of foreign currency bills as you could collect, taped together with scotch tape and shown off in a crowd as often as possible.) If anyone on that crew reads this, that story would be worth the telling.

Folded Wings

44th

George Bakanic, Jr.

93rd

Martin J. McMahon
Kenneth G. Herbert
Alfred G. VanDame
Thomas W. Atkinson
Maj. Gerald Smith, Ret.

389th

John N. Rutherford
Howard Streight
Vernon W. Brown
Dr. Robert R. McCready
Joseph K. Flahne
Arthur W. Strahlendorff

392nd

Arthur B. Decker
Russell J. Morr
William S. Hamilton

445th

Orval L. Pugh
David S. Vogels, Jr.
Peter A. Angenend

446th

E. Paxton Kipps
Louis Dubnow

453rd

Herbert E. Russell
Robert L. Hyer
Henry H. Myers

458th

Bernard Pientka
Nelson H. Kramer
Joseph R. Morrison
SMS Charles E. Jackson, Jr.

466th

V.A. England

467th

Paul W. Dicks
John M. Madieros
Richard L. Becker

489th

Dan M. Caldwell
Louis Scipione

491st

John T. Gates

479th

Frank R. Silver

SM

James P. McKaveny
Grace M. Kimble

Bail Out!

by Wilbur Stites (453rd)

What was it like to get shot down and have to bail out, is a question I'm sometimes asked. "Well, it was exciting," I sometimes reply.

Facetious? Flippant? I don't mean it that way. But how can I describe the thoughts and emotions that flood the mind and senses in a situation like that? If you've ever had the experience, you know what it's like. If not, you'll probably never understand, no matter how hard I try to explain. But if you're interested, I'll give it a try.

For me it happened on October 17, 1944. We were on our 23rd bombing mission. Target: the railroad marshaling yards at Cologne, Germany. We were flying "Lucky Penny II," a gleaming silvery B-24 that had been assigned to us after her first crew completed their tour of missions. The first "Lucky Penny" had been shot down with a crew other than the one to whom she had been assigned.

Classified as a "heavy" bomber in World War II, the B-24 with its thin, narrow wing mounted high on the full-bodied fuselage and its twin vertical stabilizers (rudders) was one of the most distinctive appearing planes in the sky. The four supercharged 1,200 horsepower engines powered the 56,000 pound combat loaded plane, including its 10-man crew, to altitudes up to 30,000 feet. Cruising at 165 miles an hour, the plane could deliver 6,000 pounds of bombs on round trip missions to targets more than a thousand miles away. Nose, top, and tail turrets, each with twin .50 caliber machine guns plus single .50 caliber guns swivel-mounted on each side, gave the plane a total defensive fire power of some 6,000 rounds a minute.

The B-24 was a tough, rugged airplane, capable of dealing out and absorbing an astonishing amount of punishment. But it was not invulnerable. The heavy barrages of anti-aircraft fire and determined mass attacks by enemy fighters took a heavy toll of planes and crews during the war in the skies over Europe.

"We" were "Lofton's crew" of the 453rd Bomb Group, based at Old Buckenham near Norwich in East Anglia. Ours was one of 14 groups of B-24s assigned to the Second Air Division of the Eighth Air Force in England. Our crew members were William Lofton, pilot; Bruce (Joe) Florea, co-pilot; Leonard Lonigan, navigator; Thomas Welch, bombardier; Hilliard (Eddie) Edwards, engineer; Johnnie Miller, radio operator; Edward Paulsen, nose gunner; Winford Pace, right waist gunner; Elden Gould, tail gunner; and me, Wilbur Stites, left waist gunner. We had an additional crew member on this mission, Edward Rosenberg, assigned to monitor the German radio frequencies as an intelligence gathering tactic. Gould was flying with us as replacement for our regular tail gunner, Robert Hon, who was temporarily grounded with a touch of flu.

Our take-off from the base was uneventful and we rendezvoused with the 30 or so other planes from the 453rd Group and took up our customary position in the

"slot," the rear-most plane in one of the four plane diamond-shaped elements. The elements formed the group, flying together in close formation in order to achieve a tight bomb pattern on the target and to provide concentrated fire power from our guns against enemy fighter attacks.

We approached the target at the usual 20,000 feet altitude flying over a solid cloud undercast about 5,000 feet below our formation. We reached the IP (initial point) and made the prescribed 45 degree left turn to begin the 12-minute bomb run to the target.

As we made our turn, I looked ahead through my plexiglass window and saw a thick cloud of black smoke from anti-aircraft shells bursting over the target. The black cloud was measles with red-orange flashes from new-bursting shells. Hitler's anti-aircraft gunners were sending up a reception for us we weren't going to like.

I heard the bomb bay doors rumble open. From now on we are committed. Fly straight and level. No evasive maneuvers that would throw the bombs off target.

I thought of other missions we had flown. Ludwigshafen, Hamburg, Hannover, Kassel, Dessau, and the others, 22 of them so far. A total of 35 needed to complete our tour. How many more times could we do this and get through it? Would we make it this time? Would I make it this time?

Now we are into it. Flak is all around us. I watch the bright flashing fire of breaking shells. I hear the c-r-r-ump-whump of the close explosions and feel the big plane tremble and shudder from the shock waves. I hear the ping and spang of flak fragments whanging into and through the fuselage like gravel hitting a tin roof.

I feel the familiar sweat of fear begin to trickle down my face and back. Fear? You bet! I doubt that any man can honestly disclaim fear when faced with this kind of mortal danger. But you control the fear. To lose control is to panic and panic is the prelude to disaster.

I glance down at Win Pace crouched on the floor of the fuselage busily stuffing fist-sized bundles of "chaff" into the small porthole in the side of the plane. The thin strips of metal foil, looking like Christmas tinsel, scatter in the slipstream and drift down through the thin air. This stuff is supposed to cloud the Germans' radar screens and interfere with their flak accuracy. I always wondered why we bothered, since it never seemed to do any good. But it was required on bomb runs, so we did it.

Win returns my look. His eyes above the oxygen mask are bright with question and concern. He can't see the flak breaking outside from his position so he gives me our pre-arranged signal by rapidly opening and closing the fingers on his free hand. "How bad is the flak?" he wants to know. I signal back by nodding my head and rapidly opening and closing my fingers several times. "Yes, Win, there's a lot of flak," is my signal. Win keeps shoving chaff out the porthole, faster now. I can't help grinning

behind my own mask. The chaff is supposed to be thrown at a measured pace, but when Win gets the signal from me that there's a lot of flak he always throws it faster, as if this might make it do more good; of course, it doesn't.

Nobody says anything on the interphone. One of the disciplines of our crew is to maintain interphone silence on the bomb run. It's important not to clutter the interphone with extraneous conversation that might interfere with emergency communications.

We're about half way through the bomb run now. Suddenly, there is a tremendous sound of rending, tearing metal. The plane lurches violently, peels over on its left wing and heads down toward the clouds below. The big plane is mortally stricken. A cannon shell had whistled up through the bomb bay, burst through the fuselage and exploded above, sending a hail of jagged metal fragments into the body, wings, and engines. Edwards, in his top turret reported later that he saw the fuselage open up in front of his eyes like rolling back the top of a sardine can.

At that point, a lot of things happened at once.

The interphone crackled to life. "Bombs away, Tom!" It was Lofton signaling Welch to drop the bombs. Tom flipped the emergency toggle switch and bombs, thankfully all 12 of them, released from their shackles and fell away from the plane. The last thing we wanted right then was a 500-pound bomb hung up in our bomb bay.

The plane continued its downward slant toward the clouds with a vapor trail of gasoline spewing out behind. Some of the gas lines had been ruptured by flak fragments and gas was leaking out of the breaks and streaming out behind. Crews in other planes in the formation who saw us disappear into the clouds thought the gas vapor trail was smoke. They assumed we were on fire with no chance to survive.

Lofton and Florea fought with the controls and managed to pull the plane out of its dive into level flight again. But all four engines were running rough and we continued to lose altitude. Lofton called for Lonigan to give him a heading for Belgium with the hope that we could set down on an airfield in American occupied territory. He then called for an interphone crew check. One by one they reported in and, miraculously, no one was hurt.

By now Edwards had scrambled out of his top turret and began trying to stop gas from leaking from the ruptured lines snaking along the bulkhead walls inside the bomb bay. Using pieces of cloth handed to him from the flight deck by Johnnie Miller, he did what he could to stop the leaks, but it wasn't enough. Eddie had to balance precariously on the narrow catwalk of the open bomb bay, working with one hand while clinging to the bomb racks with the other. No parachute. There was no room to wear it in the close confines of the bomb bay. We didn't feel that we dared to close the bomb bay doors for fear that doing so

might cause a spark that would ignite the gas fumes and blow us out of the sky. Edwards was awarded the Distinguished Flying Cross for his heroic actions performed in the face of deadly peril.

While this was happening, the rest of us were busy jettisoning whatever heavy items we could sacrifice in an effort to lighten the load to help keep the plane in the air. We opened emergency hatches to be prepared for bail-out and to ventilate the plane as much as possible. We disconnected electrically heated flying suits, most of the interphone connections, and whatever other non-essential electrical equipment we could. Again, we were trying to minimize the possibility of an electric spark that would surely set the gas vapors aflame.

We had been losing altitude steadily and suddenly broke out of the clouds at an altitude of about 1,000 feet. I looked out my left waist window at the ground so close below and saw several heavy vehicles, tanks and armored trucks, parked in a wooded area and covered with camouflage netting.

Just then, four bursts of flak exploded directly in front of me at a distance of about a hundred yards. Whoever was down there with those vehicles was shooting at us. I punched my interphone button (mine was the one we kept operative in the waist compartment of the plane). "Waist to pilot," I said. "Flak at nine o'clock level."

"Roger," Lofton acknowledged and hauled back on the control column. He managed to coax the struggling ship back into the clouds and out of sight of the gunners below.

But there was more to come. A few minutes later we again settled out of the clouds and immediately I saw a string of fiery tracer shells zip under the left wing and the two engines on that side. "Waist to pilot, tracers flying under numbers one and two engines."

"Roger, waist," said Bill again and again he managed to pull the plane back into the cloud cover.

Once again we broke below the clouds at an altitude of only about 900 feet. The plane was lumbering in the air. Engines were faltering, cutting in and out intermittently. Gallant "Lucky Penny II" had come to the end of her career.

My earphones crackled, "Pilot to crew - bail out! bail out! bail out!"

I whirled from my place at the window and shouted to the others in my compartment. "Bail out! Lofton says bail out!" We already had our parachutes snapped in place on the chest clamps of our harnesses ready to go, and out we went.

When my turn came, I crouched at the edge of the two-foot square escape hatch in the floor of the compartment. I saw a man go past the hatch opening, arms and legs pumping as if swimming in the air. Someone from one of the forward sections of the plane, I couldn't tell who. He disappeared from view to the rear of the plane.

I somersaulted out the escape hatch like rolling into the water from the edge of a swimming pool. The windstream caught me and turned me over and around so that I was lying stretched out on my back as if lying in bed. I watched "Lucky Penny II" fly away from me, rear her nose in the air,

then flip to her left and dive to the ground. She disappeared behind a high wooded hill with a thunderous crash and explosion. A black column of smoke boiled up from the spot where she hit.

I saw no parachutes come out. Who got out and who didn't?

I grabbed the metal ring of my parachute, gave it a yank and threw it from me in the same motion. I watched it spiral away and thought, "Darn, I should have hung onto that for a souvenir."

My chute popped open with a sound like bursting a paper bag blown full of air. It stopped me with a jolt that racked my whole body. "Pulled too quick," I thought. "Should have waited until I slowed." My body was still traveling at the same speed as the plane, about 165 miles an hour. The human body will slow to about 125 mph, then continue to fall at about that rate of speed. But at the same instant I knew I had done the right thing. At only 900 feet there's very little time to delay opening your chute or you'll hit the ground before it can open.

The chute blossomed above me (a beautiful sight at that moment), turned me around and started drifting me forward and down toward the ground. Below and ahead I saw a man dangling from an open chute. I could recognize the tall, slim figure of Rosenberg, our German radio monitor. He was waving his arms frantically and yelling, "Help! Help!" at the top of his voice. I thought, "Shut up, you dummy, you'll have every German in the country coming in on us." He drifted on, disappearing behind some trees, and I never saw him again, although I later learned that he had landed safely.

Now the ground was coming up fast. An open meadow on a sloping hillside. No trees to slam into or hang up in. In an instant, I hit. Hard. I pitched forward and rolled over and over I don't know how many times. I came to rest flat on my back just like I'd been when I pulled the ripcord to open the chute.

I got my breath back, sat up and took stock. Everything seemed to be OK, except for a pretty severe pain in my neck. Later, x-rays showed no broken bones; it was just a bad sprain that left me with a sore neck for a few days.

All at once, I realized I was surrounded by a dozen people in civilian clothes. Who were they and how did they get here so fast? They were jabbering at me in a language I didn't understand. But then I recognized some words, "Boche? American?" as they pointed at me. And, "Belgique, Belgique," as they pointed at themselves.

I tapped my chest. "American," I said. "Oh, American, American, bon, American," they echoed, a mixture of relief and gladness in their voices.

With that, these fine folks began checking me for injuries, then helped me to my feet, got me untangled from the parachute shroud lines, and proffered cigarettes.

At that point, two American sergeants in a jeep came rolling onto the scene. Where did they come from and how did they get here so fast?

It turned out we had come down near the little town of Malmedy in Belgium. This

was shortly before the Battle of the Bulge was due to break out and we had made it into Allied occupied territory by a distance of about a mile.

The American sergeants, from an ordnance company camped nearby, took me to their camp and into their care. I was delighted to find they also had picked up Johnnie Miller and Len Lonigan. But no one had information about any other members of our crew and we were deeply concerned about and worried about them.

A couple days later, the American soldiers drove us in an open-top "scout car" to Brussels from where a C47 troop plane flew us back to our base at Old Buckenham.

Three days after we had gone down, we walked into our hut at our air base to the surprise and delight of the other crew with whom we shared the hut. We found them busily packing our personal belongings to send home. They had seen us go down into the clouds and thought we were lost. Some 10 missions later, that crew went down with no survivors. We had the sad duty of sending their personal belongings home.

Remarkably, all 11 members of our crew of that fateful mission to Cologne survived with no major injuries. Just a few scrapes, bruises and sprains. We were given seven days rest leave to get ourselves back together, then back to flying again. I completed my full tour of 35 missions as did most of the other members of our crew.

Sadly, we lost our pilot, Bill Lofton. He suffered an unfortunate accident on our air base when he fell and fractured both forearms. Of course, he was unable to fly for several weeks and during that time we finished our missions with other pilots. Later, Lofton was killed when his plane crashed during a training flight at the air base.

So, what was it like to get shot down and have to bail out?

Well, it was exciting.

NOTICE From the Editor

Undoubtedly most of you are aware of the fact that the Journal is issued on a seasonal basis instead of quarterly. In fact, it has been this way for quite some time, but some still think of the Journal as being due on the first day of the month on which it is due. Confusing? There's more.

Publishing on a seasonal basis (Spring, Summer, Fall and Winter) simply means that the editor is saved from entering the nearest mental institution when delays occur. There is more.

Our arch enemy, the Postal Service, works day and night to see to it that the service we get in the delivery of the Journal is anything but good. In actual fact it is pretty lousy. So getting these few extra days in the month the Journal is due takes some of the pressure off Evelyn and myself.

I appreciate your indulgence.

— Bill Robertie

The 445th Reporting

by Chuck Walker

The 2nd ADA Southern California Eighth Annual Dinner, held on the 25th of February, was a howling success to which some 250 attendees will attest. Few of us have ever been privileged to see such an array of WWII memorabilia as was provided by Mark Hoage, his wife, and Dik Shepard. It was indeed an impressive exhibit. Again, the 445th led all Groups in the number of attendees. Of the 35 members and guests representing the 445th, the following were the most distant travelers: Al & Dorothy Querbach and their son Ed from Kansas; Web & Helen Uebelhoer from Arizona; Roger & Melba Ward from Hemet; Roy & Jean Leavitt, Art & Peggy McDermott, Ed & Mary Wanner, Bob & Pat Mead, all from the San Fernando Valley. Terry & Mattie Sather came up from La Mesa and Bob Russell from Chula Vista. Let's all do it again next year! The only disappointment was that Dave Patterson came down with the flu, which prevented him and Joan from being with us.

us all pause to reflect. We are really fortunate to be here, aren't we!

The 8th Air Force Historical Society's Jan. 1989 "8th AF News" devotes some 14 of their 25 page issue to the Kassel raid with interviews and articles by 445th crew members as well as American and German fighter pilots. It's an engrossing story, well documented and contains considerable detail. I do not know the availability of the "8th AF News" Volume 15, No. 1, but you can write to Box 3556, Hollywood, FL 33083 and get first-hand information from John Woolnough, Managing Editor. Believe me, it will be worth your time.

I asked Hank Orzechowski for ideas for a Journal article and this is what I got from him. "Do you recall the bath tubs in individual rooms that were part of the shower building on our base?" (Sorry, Hank, I don't). "The people not flying usually used up all the hot water by the time we got back from a mission, however, once and only once that I remember, I found



Chuck Walker & Al Querbach at So. Cal. 2nd ADA Dinner, El Toro Marine Air Base Officers Club, Feb. 25, 1989

enough hot water to fill a tub. As I soaked my weary 130 lbs. someone could have paraded Brigitte Bardot in front of me - without her towel - and I wouldn't have moved out of that hot tub! Something would have moved but not all of me!" Now, Hank, I appreciate your contribution, but I do believe Brigitte would have been much too young for you in those days.

I thank Frank Mangan of Brooksville, FL for sending me this picture of the Sergeants Club at Tibenham. Frank says he and George Snook took over the club in the fall of 1944 and painted, decorated and built the bar. They had a stage, slot machines, entertainment and dances. No one went back to their mission hut unhappy. I'll bet not if the bar stayed open!

Looking forward to seeing many of you in Hilton Head!



Committee for So. Cal. 2nd ADA Dinner, Feb. 25, 1989: (l-r): Harry Orthman, Dick Boucher, Fred Thomas, Charlie McBride. The committee also included Chuck Walker (not in picture).

The Air & Space (Smithsonian) April/May 1989 issue contains a story called "Chariots of Fire" by Jay Stuller, featuring the exploits of Vincent Mazza as the first man to test an ejection seat from a jet aircraft in May 1949. Vince flew 30 missions with the 445th and as I recall, some of them were as hairy as his parachute jumps with the experimental seat. Much of the equipment used by the military today can trace its beginnings to the work of Vince. Get the article and read it.

The 8th AF Museum's 2nd Bomb Wing Public Affairs Office at Barksdale AFB, LA (Shreveport) advises that the museum's rare B-24J should be on display by late March. The museum curator, H.D. Riggs, says, "We invite all who worked on or flew B-24s to stop by and visit this rare war horse and reminisce. Bring the grand-kids, they will love it." You might consider stopping by on your way to or from our Hilton Head reunion.

Web Uebelhoer gave me a copy of the mission plan for the infamous Kassel raid on 27 Sept. '44. Web was deputy lead for the 445th on that fateful day, an experience that makes



Sergeants Club at Tibenham

Bunchered Buddies of Old Buck

by Milt Stokes (453rd)

It is still dark outside - it's cold, too, 30°F. It will warm up soon. The sun makes all things better and warmer. I awoke at 3:00 a.m. I lay awake until almost 4:00 a.m., just thinking of writing "Bunchered Buddies." There is planned organization to my piece, but one would never know it by casual reading of same.

By the calendar it is spring on the 11th of April. Green grass is coming up and soon must be mowed. The cattle love it. Our first calf of the year was born yesterday. I noticed it up on the hill across from our home. I made a mental note to take the tags and applicator to put a marker in the calf's ear later. Well, I didn't get around to this work until 3:30 p.m. By that time, the calf was up and running. The Angus mother didn't want me near her calf and protested with a loud bawl. That bawl brought the rest of the herd running to the defense of the calf. Now I really had trouble. The calf was finally quieted down, tagged and released.

Last year when I should have been at our 2ADA reunion in Colorado Springs, I lay in the hospital with a broken back. At that time I vowed to give up on raising cattle, cutting, baling hay, repairing fences and a lot of other foolish things we all do without much thought of the price we pay to our health and well-being. But my son Kenton and son-in-law Ken Brubaker had the cows bred and carried on as per schedule. Now we have renewed the cycle. This year they must do more of the heavy work. (I hope they read this.)

Last night I had a late call from Bill Eagleson in Florida. He called to tell me that the 453rd would be honored by having our tail markings on the B-24 that is being rebuilt in Kissimmee, Florida. The reason we were honored was that our guys have given the most money to the restoration of the B-24. I don't know all who gave of their time and money to this project; however, I do know that Bill Eagleson and Russ Harriman rate very high on that list. They both deserve our thanks and respect.

Maybe you were in Stow, Massachusetts in January of 1988 for the kick-off reception of this B-24 project. Bill Eagleson greeted us outside of the hanger in cold, blustery weather. He was cold, his face was red, and he was shaking. He had just recently gotten out of the hospital and he shouldn't have been there - but his devotion to the B-24 and its rebuilding was such that he just had to be on hand to welcome us. At this time, Mr. and Mrs. Collings were trying to assure us that that wreck of a B-24, owned by them, could be rebuilt to fly again. In Kissimmee in February of this year it looks like they knew what they were saying. The B-24 will indeed fly again, but much money and tremendous effort will be required to carry it to fruition. Please do your part now and send your

checks to The Collings Foundation, River Hill Farm, Stow, MA 01775. Your donation is tax deductible, so please be generous.

Bob Collings had hoped to have this B-24 ready for the Fort Worth and San Diego exhibits this year. I frankly don't think they can do it. Too much work is yet to be done and much more money from all of us will be required. So get your check in today.

"Count your blessings, name them one by one;" do you know that hymn? Well, we do and sing it often. We try to take its message to heart because too many of us skip through life and don't know that there are many blessings we have and never think about them. Think about your eyes. What wonderful organs they are. We all dread the thought of anything happening to them. Well, it happened to us last week. Lucille awakened on Thursday morning having trouble seeing with her left eye. The vision was blurred and incomplete. She had a good idea of what was wrong. She was educated as a nurse and still thinks like one. We phoned our eye doctor and got an appointment at once. That was last Thursday, April 6. On Friday, she was operated on for a detached retina. That is the sensory membrane that lines the eye, receives the image and is the immediate instrument that permits us to see.

The operation was a success. Lucille is home now with bandages on both eyes. She is doing very well, despite the impatience to get the patches off. As an aside I must tell you of the humor seen even in events like this, by our daughter Rhonda. Before going up to the O.R. Rhonda pasted a sign on Lucille's forehead above the eye and instructed the surgeon, "This One!" Now we must wait and pray for complete healing.

George Rumbat and Wilbur Stites have written and told me of their plans for a September Midwest Mini-Reunion in Michigan. Hope you all can attend. I have planned to go but my locomotion is still impaired. I never knew Wilbur Stites overseas but I did know George very well. George Rumbat was in the original Cadre and when he finished his missions, Col. Thomas kept him on as group Bombardier. Both George and Wilbur showed us the large capacity they have to take on the planning and execution of a big reunion as this one. So the rest of us must take time to thank them and their committee.

There was a reunion in Southern California, too. It was well-attended at the El Toro Marine Base. I heard from Willie Wilson and Dan Reading on that occasion. Thank you both for keeping me advised. Again, I would like to have attended, but could not. It is the enthusiasm generated at these "mini" reunions that fuels the engines to keep the entire 2ADA going. You who could but don't attend miss a great deal of fun. One can re-live the past for a few hours, eat well, and meet

some old Buddies again. The years drop away; you are repairing and flying the "Big" ones again. I'm always amazed at how accurate most of your memories are once you get talking about WWII. The years fall away; you are real young again; those were the "Glory Years," you wouldn't want to re-live them again for six million dollars, and you can't forget them. So, you must attend the reunion. Please look me up, I would like to shake your hand again. The next really "Big One" is the 2ADA's at Hilton Head, South Carolina. Evelyn Cohen tells me we will fill the hotels to overflowing, but come anyway - please get your reservation in at once. Otherwise you could be sleeping under the stars on the shore.

Now some quick notes - we got a letter from Bob Jordan in Florida. He was at the reception for the B-24 in Kissimmee. I was amazed to see people from the 15th AF, the ATC and the 12th AF at the mini-reunion in Florida. They suffered and experienced the same aches and pains we had in England. Below is a list of some of the people who attended the mini-reunion in our hotel: Harry & Katherine Rawls (492nd), Russell Harriman (453rd), Bill & Wanda Blocker (460th), Richard & Cora Brown (453rd), Bob & Betty Jordan (453rd), Clem & Nancy Cogain (ATC), Hoyt & Kay Childress (466th), Wes & June Bartelt (453rd), Jim & Anastasia Halligan (453rd), Jake & Helen Mink (492nd), Betty & Charley Huntoon (453rd), Hubert & Louisa Cripe (453rd), Willard & Betty Riggs (453rd), Bill & Dorothea Eagleson (453rd), John & Joan Hulser (15th, 451st), William & Joan Kinay (453rd), Don & Mimi Olds (453rd), Dennis & June McElhenny (453rd), and Lyman & Geneva Crumrine (453rd).

John Hildebran wrote. He was last seen by us at the San Antonio Reunion. Keep in touch, John. Ties with men like you keep this 2ADA afloat. They encourage men like me to keep writing and trying to keep all of you men informed.

Vernon Butka writes of visiting the 390th Memorial Museum in Tucson, Arizona and learning of our Association. He was a B-24 pilot in the 453rd. I sent him a membership application and some past Journals, as he just joined up. The Journal is still the best selling tool we have to bring old Buddies back into the ranks.

Some of us receive communications from the Eighth Air Force Historical Society, for which I am very thankful. The latest is from Dr. Eric Hawkinson, Vallejo, California. It is a long, interesting story of his stay and experience in a Vet Hospital after the war. It is eight pages long and I would be glad to send you a copy if you wish.

I bid you all a glorious summer. Keep your cards and letters coming, and don't forget your Hilton Head reservations.

2nd ADA Executive Committee

by Fred Meyer

The Executive Committee of the 2nd Air Division Association met recently at the Hyatt-Regency in Hilton Head, South Carolina. This was their semi-annual meeting. It is at these meetings that the work of the Association is accomplished.

Under the direction of the President and the Executive Vice President, the officers of the Association review the needs of the Groups and determine what is the best course of action to expedite these needs. Three Group Vice Presidents serve on the Executive Committee. Groups serve on a rotating basis, each for a term of one year.

The committee also concerns itself with the relationship between the Board of Governors, the Memorial Trust and the 2nd Air Division Memorial Room at the Norwich Central Library. During this past year, it has devoted much time to the American Librarian Fund.

The financial health and welfare of the Association is another of the matters that presents itself at these semi-annual meetings. Plans for future reunions and conventions, guided by the site selection group, always falls on the shoulders of our Vice President, Membership, Evelyn Cohen.

The duties and responsibilities of the operation of the Association rest heavily on the conscience of the Executive Committee and the special assignment people. Vital services are provided to the organization by the members directly responsible for administrative services, long range analysis and planning, data processing, audio visual, assistant to the representative to the Board of Governors, Memorial Trust and public relations. These services are provided on a volunteer basis.



(l-r): John Conrad, 392nd Group VP; Elwood Nothstein, 466th Group VP; Jeff Gregory, 467th Group VP.



(l-r): Francis DiMola, Executive Vice President; Carl Alexanderson, Past President; Evelyn Cohen, VP Membership; Jordan Uttal, 2nd Air Division Representative, Board of Governors, Memorial Trust; C.N. (Bud) Chamberlain, President; Dean Moyer, Treasurer; Dave Patterson, Secretary; James Reeves, Past President. Not in photo: William Robertie, VP Journal; and E. (Bud) Koorndyk, Past President.



(l-r): Frederick A. Meyer, public relations; Andrew S. Low, long range analysis and planning; Hathy Veynar, assistant representative to the Board of Governors, Memorial Trust; E.A. Rokicki, data processing services; H.C. (Pete) Henry, audio-visual services.

Beware of Booby-Trapped Toilets!!!

by Herb Lambert (453rd)

As elsewhere in East Anglia, there was ice and frost at Old Buck. I had finished my 30 trips late in November and was working in Operations, prior to being transferred to 2AD Hqtrs from the 732nd Squadron, 453rd Bomb Group. There was ice and frost on the ground ... and there was ice in the "ablutions." More specifically, there was ice in the elevated water tank of the particular 732nd toilet I was visiting. But I didn't know that.

As I stood completing my reason for the early morning visit, I yanked the pull chain. In a fraction of a second I literally saw stars and fireworks in my eyes and brain. I'd been hit! And I had to brace myself with my hands on the sides of the stall to keep from falling and blacking out.

As I recovered, and could move and think, I looked to see what had happened. There, on the floor, was the pull chain and attached to it was half the iron lever worked by the chain. It evidently had been cracked nearly through and was frozen in the tank's water. When I yanked, the half-piece came flying out of the ice and cracked me across the nose, nearly knocking me out.

Later, at the base hospital, the doctor informed me that my nose was broken and there was nothing to do but let it mend. Fortunately there was no displacement nor any protruding bone. It healed. But I still have a scar. What an embarrassing "wound" - the only one sustained in a tour that began with Munich and ended with Hamburg.

A bit of irony and a bit of iron.

Change of Address

When you move please send your change of address to:

Evelyn Cohen
06-410 Delaire Ldg. Rd.
Philadelphia, PA 19114

on the form below as soon as possible. To send the change to anyone else (Bill Robertie or Group VP) simply delays the change appearing on our records. This could mean that the next issue of the *Journal* will go to your old address and could be lost in the great jaws of the Post Office.

CHANGE OF ADDRESS

name

address

city, state, zip

group



by Jeff Gregory

Howdy from Texas.

I've just returned from an Executive Committee Meeting held at our convention headquarters, the Hyatt Regency Hotel on Hilton Head Island, South Carolina. I must tell you I was very pleased with the hotel, grounds, beaches, hotel personnel and the overall location. It was my first visit to Hilton Head and it is a beautiful place for a convention. It is also expensive, so if you are on a budget, be careful. For example, the lowest green fees I heard of started at \$55.00. There are 300 restaurants competing for your business; some are very expensive. The Hyatt is comfortable, and rooms are spacious. The hotel food is good, and not out of line. Each room is equipped with a safe for valuables, but remember, if you activate the safe it costs \$3.00 per day. Likewise, each room is equipped with a fully stocked refrigerator, but watch it, it's expensive to use. All in all, I think you'll be very happy with the choice of Hilton Head for your 1989 2nd ADA reunion.

There are three hotels involved and we are now filling the third. I have not seen the other two, but I'm told they both meet high standards. Of course, bus service will be provided for your convenience.

467th participation this year will be approximately 85 souls. If you find you can attend this year, I urge you to contact Evelyn. I'm sure she will do all she can for you, even at this late date.

The meeting itself moved smoothly. The committee was pleased to hear a presentation by our own Joe Dzenowagis, who outlined his progress and plans for the future of this vital taping project. As you have read in this column before, this project is becoming not only an important part of 467th history, but also the 2nd ADA itself. The committee was enthusiastic in its support of Joe's efforts.

This was my first attendance at an Executive Committee Meeting. I can tell you now from personal experience that the people who serve on the committee do, in fact, *serve*. They work hard and always for the good of the 2nd ADA and its members. They come to the meetings prepared, and everyone who wants a say, has a say. Your Association is in competent hands, but keep in mind that the 2nd ADA needs your input. Your voice will be heard if you raise it. I have one more meeting during my tenure, which will take place in November. If you have any gripes, suggestions, complaints, or any subject you wish to have raised: I will raise it. So, please get active! You are needed!

I will leave it to our President, Bud Chamberlain, to report in more detail on our meeting, but I will report to you that our Norwich Convention in 1990 is on track. The 467th will have 80-90 people there. Evelyn says, with some passion, this *is* the last one. Definitely! Somehow, I tend to believe her. She is determined to accommodate all who wish to attend. So if you've never returned, why not treat yourself to a wonderful experience. We will be housed in the *Maidhead*. It seems my original request in Colorado Springs for the *Maidhead* was reinforced by a *direct order* from Al Shower. At-a-boy Al. Incidentally, Al tells me his son will accompany him to Hilton Head - Great!

By the time you read this, we will have met in convention in Fort Worth, Texas. Hopefully, your Board will have made several decisions affecting the Group and its projects. I hope you enjoyed your visit to Texas. And a word for you Yankees - I hope you have availed yourself of this opportunity to take a deep breath of Texas air. It's guaranteed to clear your lungs, and add years to your life.

Missives from the 492nd

by Bill Clarey

Bill and Norma Beasley, of Denver, Colorado, spent two weeks visiting England and Ireland this year. They visited the RAF museum at Hindon (Colindale) and took the picture of the 8th Air Force memorial there. It looks very impressive. I wish to thank Bill for his efforts.

As of this writing, I have seven 859th Squadron shoulder patches left. These are the ones that Charlie Barrett had made for us recently. If anyone is interested, please send me \$7.00 and I'll mail you one.



Hopefully, by now, you have received the notice about the 50th Anniversary Celebration of the First Flight of the B-24 Liberator at San Diego, California, September 20-24, 1989. The Liberator Club is actively involved with the celebration. Contact them at the Coordinating Committee, B-24 Celebration, 3940 Hancock St., Suite 112, San Diego, CA 92110. We're looking forward to having a great time in Fort Worth, Texas in May. More on this next time.

We journeyed to North Island Naval Air Station last Saturday night for a dinner with Lt. Col. George Epperson (USAF Ret.) of the General Curtis E. LeMay chapter of the 8th AFHS. It was good to see Col. Albert J. Shower, Jack Stevens and George Russell, to name a few. Commander Roach, LSO on a carrier, gave a very interesting talk and show about how to land and not to land on an aircraft carrier with jet fighters. After watching it, I think that I'll stick to B-24s on the terra firma.

I wish to thank Charles Bastien, class 43K, for the pictures and letter regarding one of the conventions. These are always appreciated.

Hopefully, we will have a good turnout at Hilton Head this year.

Friends of the 2nd Air Division Memorial

I am very pleased to tell you that the Friends of the 2nd Air Division Memorial has been well and truly launched. Following is a brief handout of the Friends for information. — Geoffrey Goreham

Friends of the 2nd Air Division Memorial is a volunteer group formed to act in support of the Governors of the Second Air Division Memorial Room, Norwich Central Library, Bethel Street, Norwich. The Memorial Room is a "living memorial" to the young American men and women who served on airfields throughout East Anglia during WWII.

The Second Air Division flew from many airfields close to Norwich. Survivors of those "dark days" of WWII will remember the large formations of B-24 Liberators droning across the East Anglian coastline to attack targets in Nazi occupied Europe. Many local people recall the horror of Liberators limping back, engines on fire, controls shot away, crews injured, often dead.

The "Friends" does not seek to promote war; it does, however, seek to remember the great contribution made by the Second Air Division. Veterans of this period some 44 years ago are of an age averaging some 68 years, and they remember with great affection the warmth of the British people, especially during such austere times of war-time. Many friendships were forged then; they still endure to this day. It is the proud hope of the "Friends of the Second Air Division Memorial" that they extend these friendships across the generations, so as to perpetuate the Anglo-American links of yesteryear.

In 1990, possibly for the last time en masse, the Second Air Division returns to our shores. Then, over 1,000 of them will be in Norwich once again. They will want to know "where they can buy English fish and chips and what became of the pub where they drank 'warm' British beer?" Perhaps one last chance to trace a lost friend ... others will wish to visit, some for the first time since WWII, their old airfields, to recall in silent tribute lost buddies who didn't make it back. These fine people, veterans of fearful conflicts so necessary at the time, have not only a special place in history, but a very special place in the hearts of the local people. To this end:

The men and women of the Second Air Division are returning to pay their tribute to the local people of East Anglia. It is their declared aim and wish to meet with the British people, for whom they have great affection and admiration.

The Friends of the Second Air Division Memorial have an important part to play in the success of this forthcoming visit. It is envisaged that schools, clubs, institutes and recreational centres all may wish to host American visitors during their 1990 Convention here in Norwich. There are many ways, large and small, ways by which we can all ensure the goodwill of this visit.

Join us as a Friend now, that we might continue to work towards an even greater bond of friendship between our two great nations. What greater tribute then, could we pay them, or ourselves, than that we should ensure that their "living memorial" lives on forever.

American Librarian Fund

Since the last tabulation in the Spring issue, we have received through 13 April 1989 an additional 78 checks and pledges, increasing our total by over \$15,000.00. Our thanks to those who have extended this support. In order to reach our \$500,000.00 total, we need \$5,500.00 per week from now until 1 July 1990. Please do your part to guarantee the high level of excellence of our unique 2nd Air Division Memorial.

How about sending this in at once?

PLEDGE COMMITMENT

- I pledge \$1,000
- I pledge \$500
- I pledge \$ _____
- To be given at once
- To be given over a two year period*

Please make all checks payable to:
2nd Air Division Association

Mail To:
Jordan R. Uttal
7824 Meadow Park Drive, Apt. 101
Dallas, Texas 75230

Name (Please Print) _____

Address _____

City _____ State - Zip _____

Signature _____

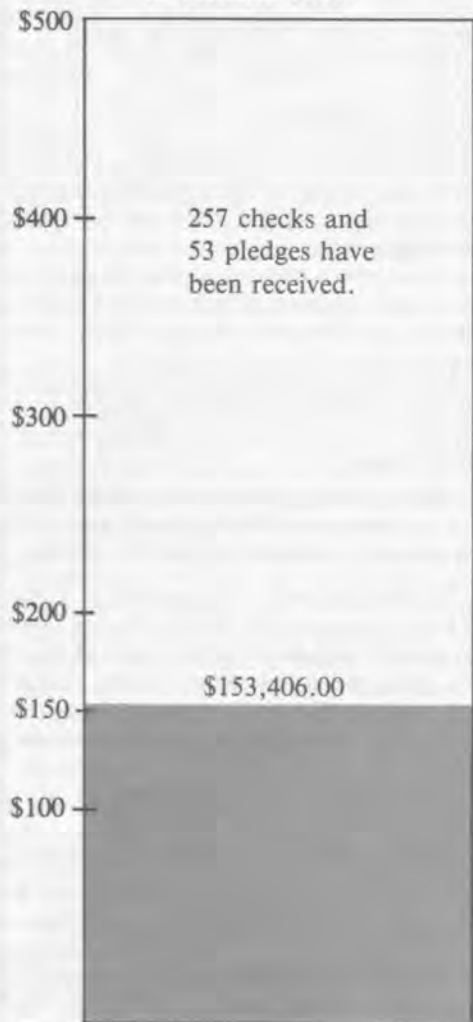
Date _____ Group _____

*Hopefully by 7/1/90 so that we can complete this mission at the next Norwich Convention!!!

To join, send fee to: Mr. John Harvey, Membership Secretary, FRIENDS OF THE SECOND AIR DIVISION MEMORIAL, c/o 'Law-so-Nil', Postwick Road, Postwick, Norwich. Tele: Norwich 33529. Annual subscription: Adult (over 18): £3.00; Junior (under 18): £1.00; Family Membership: £5.00.

All Friends of the Second Air Division Memorial are unpaid volunteers. Any proceeds resulting from their efforts will be used in promoting the work of the Second Air Division Memorial Room, Norwich Central Library, Bethel Street, Norwich. All donations and subscriptions will be acknowledged. To assist, a S.A.E. would be appreciated.

HOW WE STAND AS OF
13 APRIL 1989



Unit	Number of Checks	Number of Pledges	Total Checks and Pledges
453rd	31	2	33
467th	28	5	33
445th	24	6	30
HDQ	25	4	29
458th	20	5	25
389th	19	5	24
489th	18	3	21
93rd	11	8	19
448th	17	1	18
466th	15	2	17
392nd	12	3	15
491st	12	3	15
44th	12	3	15
446th	6	1	7
492nd	5	2	7

In addition, we have had one Red Cross and one Board of Governors check.

Notes From The 389th

by Lloyd E. West

2ADA MEMORIAL: To all members of the 389th BG who received the Spring issue of the Journal and hopefully read the article "An Open Letter to All Members" by J. Fred Thomas of the 392nd. In said article he asks all VPs for their support of the American Librarian Fund. So to comply with the request, I am asking as your VP that you again read the article on page 7 of the Spring issue and that you consider supporting this very worthwhile Memorial. It has my full support. I realize that for some this is not possible, but participate in any amount with a lump sum or a donation over three years. Help us to remember our fallen comrades. Elsewhere in this issue you'll find a pledge commitment that you can fill out and send to Jordan Uttal.

MEMBERSHIP: It is the item that is the Number 1 concern of your VP and his assistant. Much time and expense goes into contacting the prospective members. This requires names and addresses, so you as members of the 389th BG can be of great assistance to us in securing the two items mentioned above. Yes, we have a listing of all who served in the 389th during WWII, but the addresses are not current enough to be of any value, and time does not permit your VP and assistant to secure all of these addresses. We thank those of you who have sent us a note with one or more names in it, your help is greatly appreciated.

NEWSLETTER: By the time you read this article, you will have received the third copy of the 389th newsletter. I speak for Gene Hartley and Frank Vadas when I say "thank you" for the support and encouragement you have given in this project.

In the not-too-distant future, video tapes with narration of the history of the 389th during WWII will be available for sale. These are being produced by Dick Peterson, who is acting as historian for the Group. Watch the newsletter for the sale of these tapes. Send your letters and items of interest for members of the 389th to Gene Hartley, 4995 Cervato Way, Santa Barbara, CA 93111.

FINANCES: It seems that wherever you go, the word you hear is *money*, so we in the 389th are no different. We in the 389th solicit your monetary assistance, but first and foremost, do consider supporting the American Librarian Fund and help the 2ADA make the Memorial a reality. Our financial statement is published quarterly in each of our newsletters. Send your donations to the Group to Frank C. Vadas (address below), and to Jordan Uttal (address elsewhere in this issue). Many thanks!

ADDRESSES: 389th VP - Lloyd E. West, Box 256, Rush Center, KS 67575; Tel. 913-372-4484. **Assistant VP** - Frank Vadas, 1026 South 9th St., Allentown, PA 18103; **Newsletter** - Gene Hartley, 4995 Cervato Way, Santa Barbara, CA 93111; Tel. 805-964-7275.

The 448th Speaks

by Leroy Engdahl

By the time you read this article, the celebration of the 50th Anniversary of our world famous B-24 Liberator at Ft. Worth, Texas will have been past history. At this writing, things point to a big turnout, especially from those groups from the 2nd Air Division who are participating.

I want to express my thanks to those groups from the 2nd Air Division who felt strongly enough to formally participate even though the 2nd A.D. as a unit did not choose to do so. I also want to thank my fellow Group vice presidents who have mentioned this celebration in their respective Group articles. To my knowledge, twenty-three Groups from the 8th A.F. and of those, fourteen of the 2nd Air Division will be participating.

I thought the picture and article by Bob McGuire of the International Liberator Club of San Diego was excellent and the reports and pictures by Art Cullen of the 44th BG on the restoration progress of the B-24 by the Collings Foundation have been most informative and interesting.

It is hoped that final restoration, which is taking place at Kissimmee, Florida (near Orlando) will be completed in time for its appearance at Ft. Worth. There was recently an open house, and several 2nd A.D. members were there for a personal on-site inspection of the progress being made.

I know many feel as I do that it is a real shame that more of each series of WWII aircraft were not saved for future generations to see, both static and in-flight conditions. So it's vitally important, for history's sake and especially to those of us who served them under the most adverse conditions and to those of us who flew them over the "unfriendly" skies, to help where we can to see this vital project come to a successful conclusion. The Collings Foundation's address is River Hill Farm, Stow, MA 01775. More money is needed to complete this important project and your contributions of whatever amount are vitally needed and are tax deductible.

In February, I flew to Tucson, Arizona to inspect five hotels chosen from a list competing for the sixth consecutive group reunion of the 448th Bomb Group Association. I was met at the airport by Stephen Fuentes, National Sales Manager of the Tucson Convention & Visitor's Bureau with whom I had been working for several months. He took me to each of these hotels as well as a brief tour of downtown and to Davis/Montham AFB and the Pima Air Museum where I met the Deputy Director for Operations who showed me around the headquarters building and just outside the building and to the right, what do you think I saw? A B-24J painted in olive drab and although it doesn't fly, it looks great. I gave it a snappy salute. Very timely, I thought a

voice coming from a cassette out of the plane by Gen. Leon Johnson describing a raid was being listened to by a couple WWII veterans with intense interest. Needless to say, this alone made my day. The visit to Pima Air Museum and Davis/Montham AFB will be the highlight of our visit to Tucson. The reunion will be held April 5th, 9th and well ahead of the June trip back to England for the 2nd A.D. reunion.

In the Fall issue of the 2nd A.D. Journal, page 15 showed a listing of our 2nd A.D. Groups' membership as of June 14, 1988. I am pleased to announce that the 448th, with your most appreciated help, has since gained over one hundred new members. On behalf of our older members, we extend to these new members a most hearty welcome and invite you to take part in our Group and 2nd A.D. reunions and activities.

At our Group reunions, we have established a practice of handing out an updated roster to all of our veterans attending. By looking through the roster, not only can you tell who belongs, but also one may be corresponding with a 448th veteran who does not belong. By passing this information along to the Group VP, he can then follow through and try to get him to join our Association. Remember, without your help, we could never have grown one hundred in less than a year, and with your help, we can continue to grow. Let's see just how many more we can get into our membership before 1990. Thanks!

Remember please, if you hear of any of our 448th comrades passing on, please notify Evelyn Cohen at 06410 Delaire Landing, Philadelphia, PA 19114 or myself so we can put this in the Journal so his friends will know and we can pay our respects under the "Folded Wings" section. Thank you.

I know many of you feel as I do when we see these WWII documentaries of the heavy bombers. We often feel slighted that most of the showings feature the B-17 and maybe, just maybe, a brief glimpse of our B-24. There are several flyable B-17s remaining but not so with our Liberator; therefore it is most important that we see this great opportunity to get this one at Kissimmee, Florida in the air so the people of newer generations can see that great bird that served our country so well.

Remember, if you want an attractive B-24 (448th BG) cap, write Ben Johnson at 3990 15th St., Port Arthur, TX 77642. The price is \$6.00 and includes packaging and postage. Also, I still have a good stock of items mentioned on page 4 of the Spring 1989 Journal.

Thanks for reading; good health to you all and may God bless you.

Liberators of the 8th Air Force

by Paul G. Tardiff

Reprinted with the kind permission of the "Yankee Wings"

INTRODUCTION

The exploits of the 8th Air Force in WWII have been written about extensively, and when aviation enthusiasts think of the 8th AF, they usually think of the B-17 Flying Fortress. However, it should be recognized that the B-24 Liberator contributed considerably to the success of the 8th AF operations. And like all new airplanes, the B-24 had its share of "bugs" when it became operational.

The B-24, designed several years after the B-17, did not in fact notably improve on the older bomber's performance. In respect to engine-out performance and general stability and control it was inferior, being quite a handful for the average pilot. Yet it was built in bigger numbers than any other U.S. aircraft in history.

Compared to its contemporaries, the B-24 had a curious layout, dictated by the slender Davis wing placed above the bomb bay compartment. The Davis wing was aerodynamically very efficient in cruising, but proved to be less so when shot up in combat.

Following are some of the problems encountered, and some of the modifications made to improve the effectiveness of the Liberator models used in the 8th AF.

B-24D

The first B-24 model scheduled for mass production was the B-24D, and the first Liberator group to reach the 8th AF was the 93rd BG arriving in England during September 1942. The following month the 44th BG arrived. These two B-24 groups were the only operational groups flying with the 8th AF until June 1943, when the 389th BG arrived. Actually the B-24 did not assume a major role in the 8th AF operations until late autumn of 1943.

Armament weakness in the nose and belly were apparent. The original remote control ventral turret installed in early production B-24Ds proved impractical and had been deleted from aircraft equipping the 93rd BG. There was a provision for a .50 cal. gun to be fired through the open rear fuselage underhatch, but the field of vision

and fire were too restricted for this arrangement to be effective. When the 44th BG arrived, their B-24Ds had a modified ventral gun position incorporating a .50 cal. gun and scanning window for the gunner. However, this modification plus extra ammo caused pronounced tail heaviness. Boilerplates were added to the nose section to protect the occupants and act as a counter balance. In addition, a two gun installation was located in the nose.

Forty-six items of modifications had to be completed by the depots before delivery to the combat groups. Also included in this list of modifications was the beefing up of the bomb-hoist beam and support brackets, which buckled under the weight of 2,000 lb. bombs.

There were also troubling operational problems inherent in the B-24 design; poor high altitude performance being the most serious. At over 20,000 ft. altitude instability made it dangerous to fly in close formation because of the risk of collision. In loose formation defensive fire could not be massed against attacking fighters. Because of the handling difficulties, B-24Ds were usually flown at 20,000 to 23,000 ft. altitude, some three to five thousand feet below the B-17s optimum altitude. This also subjected the Liberators to greater danger from anti-aircraft fire, and tended to make their detached force more inviting to German fighter attacks. The tendency to be tail heavy also caused difficulties at higher altitude in trimming the airplane. The problem was so prevalent that in training, the pilots were taught a procedure whereby the aircraft was climbed above desired flight level and then dove back to the desired altitude to bring the nose down.

Poor ditching qualities was another concern. The high wing configuration was not conducive to successful water landings, as the fuselage took the initial impact. The weak bomb-bay doors collapsed and the inrush of water tended to break the fuselage, causing the front section to nose under. Only the lucky few escaped from a B-24 ditching.

B-24H

This model introduced the long-sought, nose-mounted power turret. It was an Emerson electrically powered twin-gun design. This nose turret added weight to the forward fuselage to help bring the CG back in balance. In the process, this added a total of 2500 pounds, compounding the high altitude instability. This resulted in the B-24H model being more demanding of pilots than the original B-24D, particularly in the lousy winter conditions of northwest Europe.

It's interesting to note that some of the first B-24H delivered for combat were from the Ford Willow Run production line, arriving in England in August of 1943. The next twelve groups arriving between

November 1943 and May 1944 had B-24H models manufactured by Ford, Douglas and Consolidated.

In addition to the armament changes, the most notable improvements introduced in the "H" series included the electrically operated turbo-supercharger regulators and enclosed waist windows. The last B-24H from Ford reached the 8th AF in June 1944. Many "H" models lasted until the end of the war with extensive operational records.

B-24J

Basically similar to the "H" model, the B-24J could be distinguished by the different type of nose turret. This new turret, designed by Consolidated, was hydraulically operated, and was not as responsive as the electrically operated Emerson turret. The first "J" model to reach the 8th AF was a replacement delivered in November 1943, but it was not until May 1944 that a new group arrived with this model as original equipment.



B-24J
Consolidated Turret

The last three bomber groups sent to the UK were equipped with the B-24J. Later models of the "J" featured thermal wing de-icers directing hot air from the engines. These replaced the familiar and troublesome rubber boot de-icers. On the negative side, the thermal de-icers also made battle damage repair more difficult.

The Consolidated San Diego production line continued to turn out B-24Js, and there were many detail variations. Due to production requirements, there was a reversion to the Emerson nose turret on some of the production lines. The last "J" to reach the 8th AF arrived in late November 1944.

B-24L

By the summer of 1944, the output of Liberators by Ford and Consolidated became sufficient to meet the needs of all US and Allied air forces, and the other two plants, namely North American and Douglas, were put to producing other aircraft types.

By late summer 1944, Ford and Consolidated production went over to the
(continued on page 19)

B-24H Emerson Turret





**B-24D Nose
with Extra Armament**

B-24L in order to facilitate a joint production standard. Basically the "L" as a refined "J," and the production of this model was short lived. By the time the B-24L reached England in November 1944, production had given way to the B-24M the previous month. Less than 50 B-24Ls went to the 8th AF.

B-24M

The first B-24Ms were received by the 8th AF in January 1945. No radical changes were incorporated on this model but only production refinements, which included a revised cockpit cover to improve pilot visibility. During 1944 the reserve of B-24 aircraft was high, actually in July 1944 nearly 400 new B-24H and B-24J models were available. The decision to convert the 8th AF 3rd Division B-24 groups to the B-17 kept the reserve high. In late 1944 the 8th AF transferred 100 B-24s to the 15th AF in Italy. Another 20 were given to the RAF. Others were made available for conversion to troop transports.

CONCLUSION

In all, 3800 Liberators of all models were received by the 8th AF between September 1942 thru May 1945. A total of 1099 were officially listed as missing in action and 36 as missing to unknown causes. A total of 551 were written off in operational crashes or through battle damage. Another 221 were destroyed in non-operational crashes or damage beyond economical repair, and 213 were scrapped because of age. Quite a record.

In spite of its shortcomings the B-24s of the 8th AF certainly contributed their share of glory to final victory. Those who flew and maintained these "Liberators" can be justifiably proud of their contributions.



2ADA Southern California Members Return to El Toro

by J. Fred Thomas (392nd)

Two hundred and fifty 2ADA members, wives and guests returned to El Toro Marine Air Station on February 25 for the Eighth Annual 2ADA So. Cal. Reunion Dinner. As always when our members gather, it was another enjoyable evening of camaraderie and good cheer. It was rewarding to see so many of our loyal supporters again; some have attended every reunion dinner beginning in 1982. On the other hand, we were pleased to welcome quite a number of first-timers. Several out-of-state members attended. Past President Vince LaRussa and his wife Gloria, from Tonawanda, NY and Charles & Lolly Booth, 458th BG, from Pennsylvania, come to mind. Among many others, we welcomed the ever popular Col. Al Shower, CO, 467th BG. Also, good friends and supporters George & Phyllis Epperson, 65th FG and So. Cal. Chapter 8th AFHS, joined us. Attending from the Association ruling body were President and Mrs. C.N. (Bud) Chamberlain and Charles L. Walker, VP, 445th BG.



Julian Ertz, 44th BG and Col. Al Shower, CO, 467th BG

In addition to an appetizing dinner served by the Officers Club personnel, a fast moving program was presented. Again, the Marines provided a color guard for the occasion. Representing the Base CO, BG D.V. Shuter, Chaplain Gerald Cook welcomed us aboard, he then gave the invocation and conducted the color guard and Pledge of Allegiance ceremonies. After dinner, Association President Chamberlain gave a brief report on the state of the Association and spoke of the ongoing American Librarian Fund drive. Keith Roberts, 392nd BG, spoke and gave the latest information on the Fort Worth celebration of the 50th anniversary of the B-24. Bob McGuire of the Liberator Club gave a short talk about the plans for the B-24 50th celebration planned for San Diego in the coming fall. Those short addresses were followed by a door prize drawing and B-24 prints donated by Bob Harper, 448th BG, and several baskets of quality cosmetics, etc. donated by Charles

Walker, son of Chuck Walker, were given to those whose tickets were drawn. The program was concluded by a half hour of old time barbershop harmony by Rich Lewis and his "Top Drawer" quartet.

As enjoyable as was all above, especially enjoyed and appreciated was a most impressive exhibition of WWII USAF memorabilia which has been amassed by Mark Hoage and Dik Shepherd, two younger men of another generation whose aim in life seems to be collecting and saving for posterity every piece of USAF WWII memorabilia possible. Displayed were Gibson Girl radios, bombsights, Mae Wests, weapons, all manner of uniforms, A2 jackets, etc. Also, from the home front were gas and food rationing coupons and other mementos which brought back memories for the wives and others who minded the home front during the war. One has to see the exhibition to appreciate the extent of the articles displayed. We can't say enough in appreciation of the work and attention given detail by Messrs Hoage and Shepherd in order that our members could enjoy such a collection. A small token of appreciation was shown by presenting an attractive "Rokicki" plaque to each of them.

The dinner committee members, Harry Orthman, 492nd/44th BGs; Dick Boucher, 445th BG; Charles McBride, 448th BG; Charles Walker, 445th BG; and yours truly, 392nd BG; wish to thank all hands for the cooperation and assistance given. Special thanks go to Jack Stevens, 467th BG; Fred Breuninger, 446th BG; Bob Harper, 448th BG; and Charles Walker, son of Chuck Walker, for their help. Especially appreciated was all the assistance given by Val Boucher, who kept records of reservations and money; Sally Orthman, who did considerable typing and secretarial work; and the help of Agnes McBride and Maxine Walker, who joined Val and Sally at the check-in table the evening of the dinner.

Another successful mission in the log. Good luck to the Ninth Annual Reunion Committee.



Fred Thomas by 14th Bomb Wing Tailfins



by H.C. 'Pete' Henry

I was pleased to see that Bill Robertie ran the article in the last Journal from the North Platte, Neb. Telegraph about John Zgud's stopover at the Canteen in 1944. I wonder if my crew was on that same train. Orders dated 18 April 44, Hamilton Field, CA sent our crew via rail to Camp Kilmer, NJ and on to the 44th BG, Shipdham. I don't remember getting off at the Canteen but then I don't remember half of what went on in WWII. My wife says I wasn't even in it!

In the Fall 1988 8-Ball Column, reference was made about the work Will Lundy and Ian Shuttleworth have been doing to solve the mystery of Jack Ketchum's B-24 plane crash on 13 June 1945. Further details were included in the Winter 1988 8-Ball column. In December 1988, a letter was received from Wing Commander Joseph C. McCarthy, Virginia Beach, VA, requesting information about Raymond E. Davis who was killed in that same plane crash. Commander McCarthy obtained my name from HQ USAF Historical Research Center, Maxwell AFB, AL. I immediately put Will Lundy in touch with Commander McCarthy and the search for next of kin for the men lost on Ketchum's plane continued. McCarthy phoned Mark Vance, grandnephew of Davis, and Vance called Will Lundy to exchange information. A few days later, Will received a call from Neil Howard, who is a pilot on Piedmont Airlines and knows Mark Vance very well. Neil told Will that his father, Samuel, was a pilot in the 44th BG and has been looking for someone from that outfit for years. Samuel K. Howard is now a member of the 2ADA. Just to carry this one step further, Roberta (Bobbe) Clark, widow of Jack Ketchum, sent Will a photograph of some officer pinning an Air Medal on Jack Ketchum and wondered if Will could identify the officer. Will couldn't make it out from the photographs but sent it to Goodman Griffin, who was in 44th HQ and living in Hawaii at the present time. Goodie wrote back that the officer was (then) Major Charles Hughes. He was



B-24 at March AFB, 8 Oct 88

positive because Mr. Charles Hughes was at that moment sitting in his living room! Would you believe this story? And after 43 years.

Dr. Mark Griffith, Lt. Commander

Naval Reserve, wrote to me at the end of January inquiring about WWII Air Force squadron insignia and I forwarded his letter to Will Lundy. Will replied that the 67th squadron was the only one in the 44th BG with a squadron insignia and it was a pelican. Anyone care to debate that point? Any 67th people who would like to have one made up? Will needs orders for 50 or more.

During the early part of January, I received a letter from Mrs. Phyllis Hunt, Trust Librarian, Central Library, Norwich, advising me that the following books were purchased for the Memorial Library from the 44th BG endowment fund: Wainright, *The Great American Magazine*; Alvarez, Alvarez; Davis, *Flyby*; Balliett, *American Musicians*; Krakel, *Downriver*. Many thanks, again, to those of you who contributed to the endowment fund a number of years ago.



B-24 flying over March AFB, 15 Oct. 88.

Speaking of contributions, I hope that you all read J. Fred Thomas' "Open Letter to All Members" in the Spring 1989 Journal, page 7, and will send your pledge to Jordan Uttal. Your Group VP and his wife each pledged a reasonable amount and have since sent the money to Jordan.

I GET LETTERS:

Norman Powell wrote to say that he was sorry to read about the death of Albert Faletti in the Winter 1988 Journal. Norm said Albert was one of the cooks at the Combat Officers' Mess in Shipdham and Norman was a dining room orderly from October 1943 to March 1945.

Don (Roscoe) Turner wrote asking for the address of his pilot, Robert B. Abernathy. They were on the Ploesti raid together. Don said he was with the 15th Bomb Squadron (L), the first Air Force unit to go to England in May 1942. They made the first raid on the Germans to involve the U.S. in WWII ETO. He was transferred to the 44th BG in October 1942 and helped get them going.

Bob Dubowsky visited the B-24 being restored in Kissimmee, FL (see Winter 1988 Journal, page 10) and doubts that it will be ready to fly by May at the 50th Anniversary/B-24 Celebration in Fort Worth. Bob wrote to the local AFA Chapter and one of the local Retired Officer Association chapters requesting each to print an article on behalf of the restoration and requesting donations to the Collings Foundation.

Dick Butler ran into a "lost" 44th on the golf course in Kuaui, HI. His name is Howard Grimms and he was a flight engineer on a 506th crew. I immediately dispatched 2ADA information to him. Dick said that Howard and three others from his crew will be at the B-24 bash in Fort Worth. Dick also reported that Tallichet's B-24 "Delectable Doris" was returned to March Field 8 October '88 and was flying at the March AFB Open House 15 October '88. Reports are that it will be flying at the B-24 celebration in Fort Worth in May.

Paul Gregg wrote in early February providing a couple of new names and addresses of 44th people. A friend of his was about to retire and was asked what he was going to do now. He replied that it would give him a chance to finish his book. The "inquiring reporter" said, "I didn't know you were writing a book." His friend replied, "I'm not. I'm reading one!" One of the names Paul provided was Clarence B. Hand, Col., who retired after 35 years in the Air Force.

New member sent note with his membership application. William T. Hulse from Eastaboga, AL 36260, with the 68th Sq. from Dec. 1940 until June 1945, lost contact with all of his buddies. If anyone remembers William, he would sure like to hear from them.

I never knew there was another "Henry" in the 44th BG until Lewis "Bob" Graham (68th Sqdn.) sent me a photo taken by him in January 1945. It shows Lt. Bell and Lt. Henry (bombardiers) standing on a bombed out factory building in Norwich. Is there anyone who can identify fully Lts. Bell and Henry with known addresses?



Lt. Bell and Lt. Henry in Norwich

THE PX PAGE



Desk Model Plaque



Wall Mounted Plaque

The larger (by 20%) pewter B-24 desk model now available. Customized to your request. Also now available is a wall mounted plaque using the pewter B-24 model.

\$44.95 model cost with small base \$ 3.00 Bomb Group tail colors
4.00 lg. 5" x 7" walnut base 5.00 8th AF Cloisonne
5.50 engraved plate 1.75 each for service ribbons (if
5.00 regulation size wings desired.) O.L.C. and Battle
Stars \$.75 each

Any or all options can be had, your choice. Shipping costs (UPS): \$2.50 Chicago, east; \$3.50 west.

New sized B-24 gold outlined, fully vinyl covered key tab/ring, with USAAF "Star & Bar" insignia on reverse, 2 1/4 inches long. Guaranteed to please or money back. (Also, P-51, P-47 & P-38). Cost: \$5.50 p.p.

Now available: both tie-tacs and tie bar (clasp) with: B-24, Pilot, Navigator, Bombardier, Gunner or Air Crew Member wings. Others on special order. Cost: \$6.50 p.p. **NEW SIZE** B-24 used on baseball/golf cap, 2 3/8", pewter, 2 military clutch, \$7.50 p.p.



Altimeter Clock

Large, 6 1/2 inch altimeter face clock, battery powered (supplied) quartz movement mounted into a solid walnut plaque, size 9 x 12 inch with large 7 x 3 1/4 inch engraved plate as shown. Can be made with Airman's wings or as pictured with 8th AF cloisonne and B-24 with your Bomb Group colors on vertical fin. Guaranteed 100% satisfactory or your money back. Please give me as much information as possible. \$85.00 + \$3.50 UPS.

Lapel pins for civilian suit wear: D.F.C., AIR MEDAL, E.T.O., PURPLE HEART. **NEW: P.O.W. Pin.** Cost: \$6.00 each postage paid. Die struck, 8th AF lapel or tie-tac pin. Gold electroplate, 7/16 inch wide, distinctive. Cost: \$5.50 postage paid.

Larger, 8th Air Force Cloisonne, 1/4 inch full color, gold rim, lapel or tie-tac. Cost: \$5.50 postage paid.

Custom Plaques

Basic cost of the large 8th AF logo plaque with one "identifier" still remains at \$45.00. The single identifier may be either the B-24 with Group colors on the tail or full size pewter Airman's wings. The cost of the plaque made with "museum quality" polished .50 cal. shells, is \$49.00. In both cases, the logo or shells are mounted on solid walnut plaques, 6 1/2 inches wide by 10, 10 1/2 or 11 inches long. The plaque length is determined by the model you want made. Need the following information: **NAME** - as you would like it engraved; **RANK** - if desired; **DUTY** - Gunner, Pilot, Navigator, Mechanic, Crew Chief, etc.; **LOCATION** of airfield; **BOMB GROUP** - and Squadron or attached unit; **DATES** - from/to (month & year of E.T.O. duty); **FLIGHT CREWS** - Give number of missions, any additional information (plane name, number, etc.)

Add \$5.00 for additional identifiers (miniature airman's wings when used with the B-24, or 8th AF cloisonne as used with .50 cal. shells). A full line of WWII ribbons is available, including: Silver Star, Bronze Star, D.F.C., Air Medal, Purple Heart, Good Conduct, American Defense, American Campaign, National Defense, E.T.O., WWII Victory, Pacific Theater (for those who went on to B-29s in the Pacific), German Occupation, Legion of Merit, French Croix de Guerre and Presidential Unit Citation. The last two cost an additional \$1.00 OVER the standard \$1.75 cost of all other ribbons. All ribbons are secured on brass mounts. Bronze Battle Stars and Oak

Leaf Clusters are 75 cents each. Sterling Silver Battle Stars and Oak Leaf Clusters are \$2.00 each.

Shipping charges: Using Baltimore as the shipping center, any radius extending to Chicago, \$2.50. Outside that radius, \$3.50. You MUST give me your home or business DELIVERABLE United Parcel Service (UPS) address.

Use any of the photos as a starting point. Any combination is possible (generally). If you design your own from these options and it is "compatible," I will build it. If there's a problem, I may suggest a change or two before making it. If you give me the option of letting me decide, please say so. Overpayments will have the balance enclosed (or in some cases when the sum is "minor," an item of equal or more worth may be sent). Underpayments will be billed with the plaque shipment. Please include your telephone number with your request, it may avoid a possible delay. Do not hesitate to write or call (301) 766-1034 if you have any questions.

A check for \$300.00 has been sent to Dean Moyer, Treasurer of the Association, with the request that it be applied to the Memorial Special Funding as mentioned in this Journal. The total amount sent to the 2ADA treasury now stands at \$2,572. as profits made from the sale of Service Plaques, Altimeter Clocks, Pewter Desk Models, etc.

Rick Rokicki, 365 Mae Road, Glen Burnie, MD 21061



Division Headquarters

by Ray Strong

Several years ago, Jordan Uttal wrote an article for the Journal which I believe needs to be reprinted. The article refers to a report issued at the end of the war which highlights the fabulous performance of our Groups in flying B-24s in the war against Germany. Jordan didn't say enthusiastically enough, in my judgment, that he was able to compile this data because of the daily work of his staff in gathering the data on each mission over the course of many months. And he could do this because each group had people assembling data and reporting it to the Division Statistical Control office. This is an example of the kind of work done by each of the general and specific staff sections at Division Headquarters. I hope that others will write about their work in the other staff sections. The total effort of all of these sections made a highly significant contribution to the total war effort, and specifically they aided each combat mission in doing a better job, bombing more accurately, and improving the chances of returning safely. Following is Jordan's article, which appeared in the June 1983 issue of the Journal.

*"They also serve who only stand
and wait."*

— John Milton

Memorable words they are, written centuries ago by the famed English poet, in "Paradise Regained." They were written to describe the emotional and physical effect

on the families of Royal Navy personnel while the ships were off at sea. How often I used to think of those words during my almost two and a half years of service with the 2nd Air Division in England. How often I noticed and felt the tension among those of us on the ground while the groups were off on a mission – the joy and gratification when all went well – the sorrow and depression when things didn't come off – and the grief when we learned of losses.

So, you who "also served," remember that you too, made a great contribution to the effort and the Victory. That effort and contribution was duly noted in the final report of Division Operations written for General Kepner on 8 May 1945, and forwarded by him to 8th Air Force.

The summary forward to that detailed 57 page report, full of graphs, tables, and analyses, makes note of the following facts:

The improved bombing accuracy of 2AD, and the fact that in January, February and March 1945 2AD led the entire 8th Air Force in accuracy.

The growing monthly number of sorties flown and bomb tonnage dropped.

The growing decline of bomber non-effective sorties.

The growing decline of mechanical and equipment failures to an all-time low in April 1945 of 2%.

The decline of crew and aircraft losses.

The almost 95,000 sorties flown and almost 20,000 tons of bombs dropped by 2AD crews.

That the tonnage of bombs dropped were spread over 605 targets attacked by forces of one squadron or larger, and 444 targets attacked by less than one squadron.

The forward to this report concludes with this recognition of all personnel of 2AD as follows:

"The human story behind the figures printed in this summary can easily be visualized. It is obvious that the ground crews worked valiantly to service almost 95,000 aircraft sorties. The low mechanical and equipment non-effective rate is testimony to the quality of that service. The Ordnance, Chemical and Armament crews who loaded the 20,000 tons of bombs (and ammo), the Intelligence briefing and interrogations of 400 odd missions, the communications personnel, the clerks, cooks, drivers, the Quartermaster people, weather, medical, photo personnel, ground operations crews, all merged into a team which made the 2nd Air Division one of the most potent and effective striking forces in the world. But, the striking power rests primarily with the combat crews whose deeds of heroism, devotion to duty, and skilled airmanship were legion. To the officers and men of the combat crews who flew the Liberators, Mustangs and Thunderbolts, we dedicate this 'story in figures' of their achievements."

So on behalf of all of us – thanks for whatever the capacity in which you served and did your part to write a proud chapter in American history.

489th Bomb Group: From B-24s to B-29s

by James M. Davis

I received a letter from Mr. Richard Klaus, who recently became aware of the Second Air Division Association. At one time, he was a member of the 489th Bomb Group and was shot down and became a P.O.W. He lost all contact with the 489th and expressed interest as to what had happened to the 489th after he was shot down. No doubt, there are others who served at some time with the 489th who would be interested in what happened to the Group.

After many years of effort, Mr. Charles Freudenthal is just completing a history book of the 489th Bomb Group. It will be published soon and all members will be advised when it is available.

A Brief History of the 489th Bomb Group by James M. Davis

The 489th Bomb Group was organized and activated in October 1943. After training, the Group departed to the European Theatre in April 1944.

The first combat mission was flown on May 30, 1944 and the last was flown on November 10, 1944. A total of 106 missions were completed during that time.

We were advised in early November that the 489th Bomb Group would cease operations and would return to the States to be reassigned.

On December 1, 1944, we boarded ships for our return to the United States and arrived in New York City on December 14th. After a thirty-day leave, we reported to Topeka, Kansas and spent about ten days before we were sent by train to Davis Montham Field in Tucson, Arizona. It was only then we were told we would be converted to B-29s.

Various personnel was sent to various B-29 training schools over the country. Pilots were sent to Maxwell Field, Montgomery, Alabama for B-29 transition. Upon completion of training for B-29s, we were sent back to Tucson for phase training.

Although some crews kept some of the personnel that flew B-24s, there were many new airmen added during the transition from B-24s. Upon completion of our phase training, we were transferred to Fairmont, Nebraska, where we were assigned our new B-29s and we spent about three weeks

preparing for the long flight over the Pacific to Okinawa to become a part of the 21st Air Force Operations against Japan.

The day of departure arrived and early one morning we were briefed on our flight to Okinawa. We were to leave Fairmont and fly to Travis AFB in California. From there to Hickham Field in Hawaii to Guam and then in to Okinawa.

We started our engines and taxied out for take-off. The control tower would not clear us for take-off and finally advised us to return to the ramp and report to operations.

Then we were advised because a severe typhoon had destroyed the new air base they had just completed – so we would have to wait until the base was repaired before we could leave.

Approximately a month passed and during that period of time, the atom bombs were dropped and Japan surrendered. About two weeks later we were told that our trip to Okinawa had been cancelled.

The Group was inactivated in October 1945. As far as I know, the 489th was the only Group to move from B-24s in England and retrained in B-29s for Pacific duty.

Help Build a Memorial to American Heroines



Brig. Gen. Wilma L. Vaught, president of the Women in Military Service for American Memorial Foundation, at the proposed site (left and below). A competition open to any American citizen 18 years or older is currently being held to select the design.



The first of the great memorials to American heroism was the Bunker Hill Monument, completed in 1843.

Now we have a chance to play a leading part in establishing the first major memorial to *women* in military service, from the Revolutionary War to the present day.

The approved site is an inspired choice - the never-finished, now neglected

Memorial Gate, the main entrance to Arlington National Cemetery. The women's military memorial will restore the gate as the centerpiece of a complex (some of it underground) that will include an auditorium and a registration room where a computer will display photographs and career highlights of registered servicewomen.

To achieve all this, the memorial foundation, which receives no federal funds, must raise more than 12 million dollars, much of it by the middle of next year. Some of that will come from

the \$25 fee servicewomen will pay to register (sponsors may also register servicewomen, living or dead). But much more is needed. We urge you to be among the first to respond: to register yourself if you have ever served, to sponsor a servicewoman, or to contribute whatever you can - \$1, \$5, \$10, \$25, or more.

Send tax-deductible donations and requests for information to:

**Women in Military Memorial
Dept. 560-GH
Washington, D.C. 20042-0560**

Memories of the Founding of Second Air Division Association

by Judge Henry X. Dietch (Ret.) Headquarters Group

In 1947, in Chicago, Illinois, a group of former members of Headquarters, Second Air Division of the Eighth Air Force found themselves together at a social function at the home of Howard Moore (now deceased). I was fortunate to be one of that group. To the best of my recollection, the initial idea of an Association just materialized from the hope of keeping in touch with one another. Some of the persons who were present at the first several meetings were Jordan Uttal, Ray Strong, Percy Young, Howard Moore and myself (subject to correction, if others were present).

For many years thereafter, the reunions were held in Chicago, either at the Sherman House or the Knickerbocker Hotel. Membership increased very slowly at first, and eventually the idea spread across the country until now we have over 6,000 members. We are probably the finest of such type veterans' groups, both in number of members and in our objectives. The continuing success of the Association has been due to the diligence of persons like Jordan Uttal and Evelyn Cohen attending so well to the affairs of the Association. We have also been fortunate in the caliber of the Officers and Directors we have elected.

For myself, the high point of my membership of over 42 years was the reunion in 1963 in England when we helped to dedicate the Memorial Room in the Norwich Library. Other important events were the incorporation of the Association in the State of Illinois as a not-for-profit corporation and the subsequent incorporation recently of "The Heritage League of the Second Air Division, USAAF," to carry on the traditions in the future. In both events, I was proud to be among the original five incorporators. I want to especially pay tribute to President Bud Chamberlain with regards to the fruition of the Heritage League, and I was most fortunate to have worked with him on the legal aspects.

Recently, I sent to the Archives of the Memorial Room in Norwich my papers, documents and photos pertaining to the Association. I trust they will be of some value in the future as to how and why the Association was founded.

I want to pay my respects to the memory of Howard Moore and Percy Young (also deceased), who were the driving forces in the founding of the Association. Without them, we might not have succeeded.

An Ode to P-38s

Submitted by John E. Stevens

Oh Hedy Lamarr is a beautiful girl
And Madeleine Carroll is too,
But you'll find, if you query
A different theory
Amongst any bomber crew.
For the loveliest thing of which one
could sing
This side of the Heavenly Gates,
Is no blonde or brunette
Of the Hollywood set,
But an escort of P-38s.
Byron, Shelley and Keats ran a dozen
dead heats
Describing the view from the hills,
Of the valleys in May when the winds
gently sway
An army of bright daffodils.
Take the daffodils, Byron, the wild
flowers, Shelley,
Yours is the myrtle, friend Keats.
Just reserve me those cuties, American
beauties,
An escort of P-38s.

Pvt L.S.C.

Bill Voss, my bombardier, brought this poem back from the POW camp at Ploesti at the end of August '44. He was there for about 40 days til a bunch of 15th Air Force B-17s flew them out under a cover of P-38s and P-51s. (He was flying with another crew when they were shot down and rounded up.) — J.E.S.

BUNGAY BULL

446th BOMB GROUP
by
William F. Davenport



Well, here we are; Summer is upon us – the trees have leafed out and the seeds are in the ground for the fall's harvest. We have returned from another get-together with friends of yesteryear and of yesterday. Some we met for the first time at the B-24 Anniversary in Ft. Worth. But they are all friends. We endured the realities of war and displacement from our comfortable surroundings, all of us. It is time to describe some of the life at the Bungay Buckaroo Station. Therefore, we report here "Life At Station 125."

Station 125 was activated on the grounds of Flixton Hall, near Bungay, Suffolk, England. The hall was built by John Tasburgh on the site of an old manor house, used in early times as a residence for the family of Bateman. The Tasburghs were of Saxon origin and had owned property in the adjoining parish of St. Peter's, South Elmham, since the reign of Edward III. The Flixton estates were granted to them in 1544, but it was not until 1616 that the present hall was built, from a design of Inigo Jones. A disastrous fire in December 1846 destroyed everything but the walls.

In 1753 the Flixton estates were purchased from the husband of the daughter of Richard Tasburgh by William Adair. He died in 1783, and the property passed to his nephew, Alexander, great-great-grandson of Sir Robert Adair of Ballymena, Ulster. It remains in the family to this day, the present owner being Sir Shafto Adair.

During the lifetime of Sir Robert Shafto Adair, afterward created Lord Waveney, the church at Flixton, then a ruin, was rebuilt, and in 1870 the New Road was constructed. The hall was entirely restored by Sir Hugh Adair between 1888 and 1892, and a new wing was added. It was an imposing structure. The principal entrance faced north, with a spacious park in front, extending to the road leading to Bungay and Harleston.

It was formerly surrounded by a moat and approached by a drawbridge. This was one of the original deer parks in England. A herd of Fallow deer had been there since the forest was enclosed; there was also a heronry. In 1258, Margery de Creke founded an Augustinian nunnery at Flixton. An ivy-clad arch standing by a moated farmhouse near station headquarters is all that remains.

The nearby town of Bungay is an ancient settlement on the Waveney River. Some of the highways in the area follow the old Roman road; Roman coins have been found near the town, and there are Roman, Anglo-Saxon and Danish remains.

Bungay Castle, built by the Bigod family, who came over with William the Conqueror, was destroyed by Henry II in 1174.

It was rebuilt in the reign of Edward I. The last Bigod rebuilt the residence on the site of the ruined castle in 1294, and its own ruins remain. These were inherited by Lord Howard, who became Duke of Norfolk in 1483, and the ruins belong to the estate of the present duke.

In the cellars of the Three Tuns Inn, in modern Bungay, are some massive walls which originally must have formed part of the castle or its boundary walls. In Borough Well Lane is an old Roman well.

The original church of the Holy Cross, now St. Mary's, existed at the time of the Domesday census. The church and the town were nearly destroyed by a fire in 1688. Records of the church extend back to 1453.

A boulder traditionally known as the "Druid's Stone" lies in the west end of St. Mary's churchyard, and is probably 2,000 years old in its present position. Anglos, Saxons, Danes and Normans invaded the land of the Celts. East Anglians were active in the wars against various invaders, and Suffolk regiments fought in all the English wars on the Continent, including the Second World War.

The ground echelon of the 446th Bombardment Group arrived at Station 125 at Flixton, 4 and 5 November 1943 by truck convoy from the railroad station at Bungay. Men and baggage were dumped unceremoniously into the living sites; their arrival looked like an invasion of GIs into a Robin Hood forest. The countryside still had a late autumn beauty, but that night, in unheated barracks and huts, officers and men discovered how clammy the English weather can be.

Unit censors were snowed under by stacks of mail, most of it repeating Chaplain Gannon's observation, "Over here you know it's raining when you can't see the hills, and when you see the hills you know it's going to rain again soon."

Major Karl B. Greenlee, the Group Executive Officer, addressed a meeting in the mess on the "new communal site," warning of security regulations and the pitfalls of Piccadilly. 2/Lt. Daniel Healy, base postal officer, and 2/Lt. Robert Nichols, base security officer, also spoke.

Orderly rooms were improvised, and the various services of the station needed for the group were set up, with the help of the station complement. Officers and some of the men drew bicycles and set off exploring the nearby countryside. Within a week, passes were authorized for 15 percent of each Squadron's strength each night, and the liberty run to Norwich began. On 16 November, however, all personnel were restricted to base until such time as the Group became operational. This restriction

was lifted 13 December, and the Group ran its first combat mission to Bremen, Germany on 16 December.

In the meantime, the Aero Club opened under American Red Cross auspices for the men. Officers had a club next to their mess, in the building which later housed the base theater and the enlisted men's "pub."

RAF cooks worked in the officers' mess, and the meals, with soups and thick desserts, differed considerably from American fare. Officers of the Group and the station complement became friendly from the first, and poker, ping pong, checkers and ale drinking were shared.

Ironmongers (hardware stores) were invaded in Bungay by officers anxious to buy bicycle clips, kerosene stoves and a multitude of other things they were never told about in the P.O.E. The "Black Swan" and other taverns were discovered by the G.I. pioneers.

The air echelon began coming in during the third week in November, full of tales about dozens of daiquiris lined up in rows at Puerto Rico and sultry nights in Marrakesh.

Keep Tuned to Beachbell.

Heritage League

by Vicki Brooks Warning
Heritage League President

It's Journal article time again – it always seems to come so quickly. The Officers and Directors of the Heritage League are looking forward to Hilton Head in November and we are in the process of finalizing arrangements for our annual meeting. Details of Heritage League activities at the Second Air Division reunion will be forthcoming in the Heritage League newsletter early this summer.

We are beginning efforts to put forth a slate of new officers to be elected in November and are looking for individuals anxious to donate some time to serve as an officer. We need everyone's participation in order to continue with the Heritage League. Anyone interested in serving as an officer or serving on a committee should contact either myself or any officer and let them know. The success of the Heritage League depends on membership activity. I am sure you will find it to be a rewarding experience. I certainly have.

We would like to find out what our members have to say and would ask that you send us letters as to activities you want or ideas you may have. These letters may be directed to any of the officers, but you may wish to send them direct to the editor of our newsletter, Mrs. Norma Beasley, 1525 S. Garfield Street, Denver, CO 80210. We want letters from you, the membership.

We look forward to seeing you all in Hilton Head.

Green, White, and Yellow Research

by Charlie Freudenthal (489th)

While the files I have accumulated on the 489th are fairly extensive – more so than most – there are still a lot of gaps, and as I've tried to put things together for the history, these gaps seem to shift around so that I'm forever finding them. Two in particular come to mind. I've wanted to include in the book the names of those who went from Wendover to England by train and the Wakefield – the ground echelon, with a number of gunners included who had been displaced from the air echelon to make room for priority passengers. There's not a copy of these orders in the Archives records or at the USAF Research & Historical Center at Maxwell. They seem to have been pretty closely held, but if anyone out there has a set, I'd like to borrow them. If I can't find these orders, I plan to include a roster of all those who came back with the Group in December 1944. That includes Headquarters, all the squadrons, and the 369th Air Service Group. I'm getting eye strain from trying to decipher the words; some names are spelled in two or three different ways, and an educated guess is sometimes the only answer.

Research, I've found, is a strange and demanding business. I've been at it for about three years now, since I started trying to put together the history of the 489th Bomb Group – Heavy and Very Heavy. I've enlisted the help of the people at the National Archives, the USAF Research & Historical Center at Maxwell AFB, the USAF Office of History, the Library of Congress, and the Office of Public Records just outside London. Among other things, I've learned that official records aren't always clear or correct – though they are a lot better than individual memories. Orders, too, are often not to be trusted, especially where spelling is concerned. Which is correct – Lewis or Louis Scipione? Charles O'Connell or O'Connell? Is it Estrade or Estrada? The same goes for target names: Was it Creil or Criel; Fien-villiers or Fienvilliers?

Here's another example. I was given a formation chart – complete; all the pilot's names printed legibly for all three squadrons. Outstanding, but for what mission? Research the records. Major Lohela was the command pilot, and the squadron leads were Gast, Bodine and Smith. Easy so far. Command pilot and lead crew records show that Lohela, Gast and Bodine were all together on only one mission – 11 June. There's no record for Smith, but three out of four should clinch it. Wrong! Mission accounts, show Hillstrom leading the early mission on 11 June, and only a few aircraft got off the ground. In the second mission, also early morning, William Bobo, of Tankersley's crew, has an entry about the mission, but the formation doesn't show Tankersley flying that day. Further, Mitchell is listed as lead, and Hank Luscomb as command pilot. Let's try 11 July then. This time, only Lohela and Gast are listed, but



Seymour Cohen and Wally Portouw of the 846th, shortly before leaving Wendover. Portouw was in Sheet Metal Repair, and Cohen in Power Turret Maintenance.

the mission account again argues the point – Colonel Napier was command pilot and Jack Pritchard led the group, with Gast leading a squadron. Bodine wasn't on this one. One thing sure, it was a long one. Fighter codes were Lille, Brussels, Metz, Strasbourg, Ulm, Munich and Lake Constance.

Another puzzle. Lieutenant Robert V. Pardue and crew crashed near Leiston on June 2 on the way back from Bretigny or Creil. They are listed as assigned to the 847th Squadron, but they didn't come over with us, and I have no orders assigning them to the group. The tail gunner, Sgt. R.C. Thornburg, was fatally injured. Navigator Robert E. Semler, Gunners Charles B. Holly and Joseph J. Buckholtz, and Radio Operator William E. Evans were injured. They were flying 42-94830, "Plate's Date." Can anyone provide more information? I have also found a pilot named Bowle on a formation chart, leading McMahon and Lovelace in the high element of the lead squadron. Can't find any record of this crew either.

Twins? John F. Specht and Robert E. Specht were on Lt. John Rogers' crew in the 845th. Charles R. and Richard J. Wimmer were also in the squadron, but I don't know what they did. Same goes for Robert N. and William N. Clark, also 845th. I have had no contact with any of them, unfortunately.

Back in '44: On April 2, the ground echelon left for Camp Miles Standish, near Boston, and sailed on the Wakefield on the 13th. Colonel Napier, leading the air echelon, left for Herington, Kansas, on the 17th. Lieutenant Colonel Vance, flying rearguard, followed a few days later. Jumping to October 14th, Lt. Shickel's navigator was M/Sgt. Briggs, a recent transfer from the RCAF. On the 3rd, Lt. Waldron took over as Group Photo Officer, a day after S/Sgt. Richard Linn made Tech.

And in June: Harry Wagon remembers one day, leading his squadron back to Bun-

cher 8 on top of solid overcast: "After we peeled off to make our race track descent we were diverted to another base because of Halesworth's bad weather. Now I had heard, and it might have been fiction, but I know the word was out that if you landed your shot-up B-24 at another base and they repaired it, they could keep it if they had an aircraft shortage. The other aircraft went, but "War Bride" had a hole in the wing and I didn't want to lose it to another group if they repaired it. I'd signed for "War Bride" when it had only 19 hours flying time.

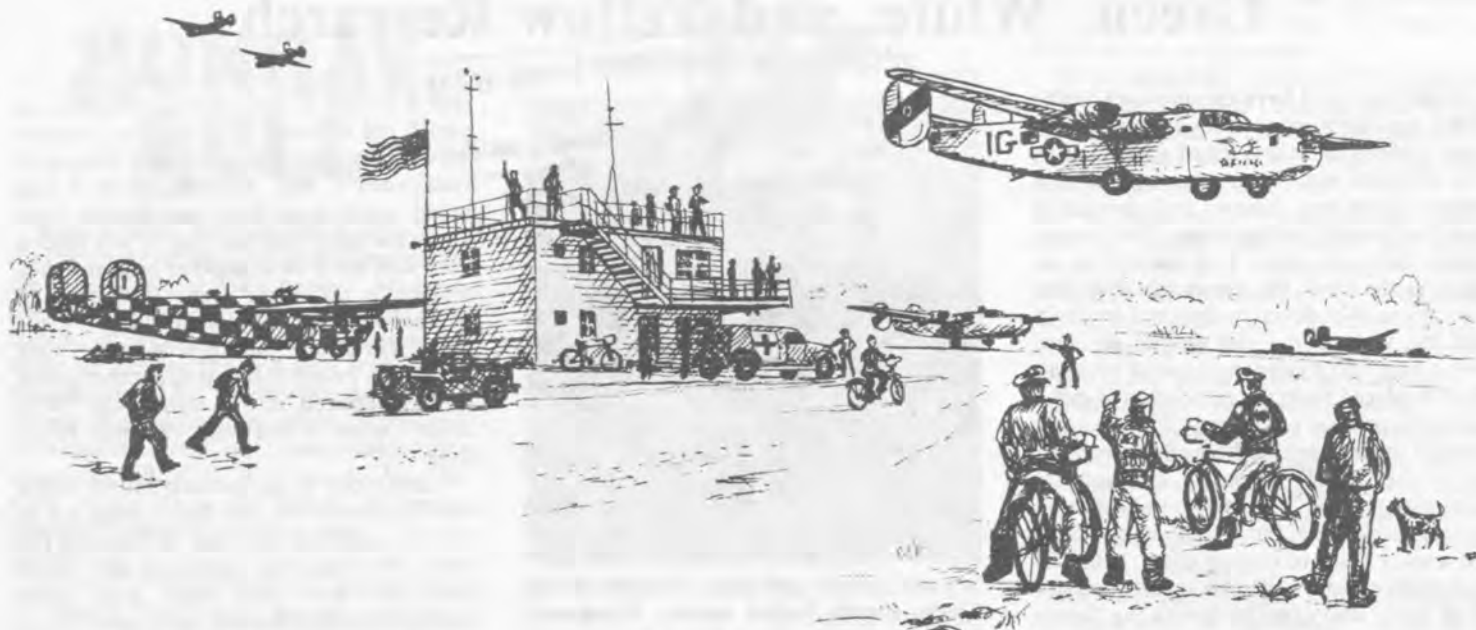
I broke out of the pattern and let down over the North Sea, and didn't break out in the clear until we were only 50 feet over the water. We found the southwold pier, so we knew we were only eight miles from Halesworth, and headed there, never more than 100 feet above the ground. The group put out two flares at the end of the runway, but I needed at least four to get lined up. I made two passes, trying to keep the flares in sight, but couldn't line up. On the third approach I was about 45 degrees off, but thought I could make it, so I steepened the bank, chopped the throttles, pushed the nose down, rolled out, and we came in for a smooth landing. While I was making that screaming dive for the field, I came very close to a jeep at the end of the runway. The



They kept 'em flying! (l-r): M/Sgt. George Blair, Pvt. John Teixeira, and Sgt. John Silvers, of the 845th Squadron's Maintenance section (489th) get "their" Liberator ready for another go. Spring 1944.

next day Colonel Morneau drove by me, near the combat mess, and was almost past me before I could manage a salute. He put on his brakes and backed up for what I thought would be a lecture on military courtesy, but all he said was 'Wagon, that was a fine landing yesterday.' That was his jeep that we had come so close to in our landing troubles."

Incidental Intelligence: Bob Angle says he was the youngest man in the 489th: "Fifteen and a half when I joined the Eighth Air Force, and 14 when I first joined up in August 1941. Lied about my age and never have been able to shake the extra four years to this date." Angle was assigned as an Ordnance man, but reports his main duty was with G-2 and OSS.



Dear 448th Buddy,

In the past few years I've asked you to help us put up two memorials at Seething, restore the tower, and place a plaque at Wright Patterson AFB. Now again I'm asking

your help to restore the **very last B-24** to flying status.

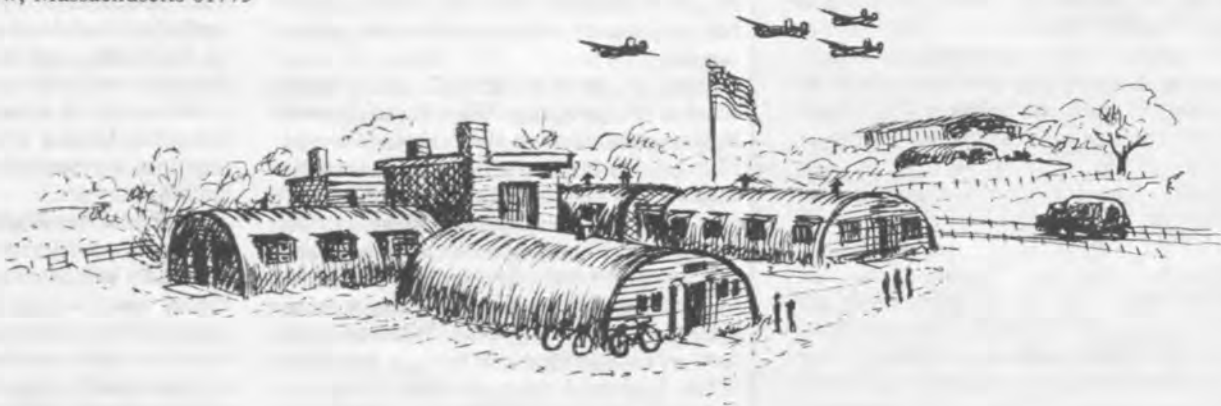
This is equal to trying to save the last whale or the bald eagle. I'm sure everyone would want to do that. This aircraft is down at Kissimmee, Florida and I've seen the work done. They've reduced it to skin, ribs, and struts and are now re-assembling. If you can imagine drilling out and replacing one half million rivets, you have some idea.

The task is monumental but not insurmountable. When completed it will be a flying museum available for reunions, etc. Perhaps we could get to fly in it. It is a most worthy cause and I hope you will help, as **your help is needed.** Every little bit helps.

Thank you, and hope we'll meet at future reunions.

Your 448th Buddy,
George DuPont

Send your donation of any amount to:
The Collings Foundation
River Hill Farm • Box 248
Stow, Massachusetts 01775



466th Bomb Group

by E. W. (Bill) Nothstein

As the war wound down in 1945, I remember being asked for a contribution to establish a memorial for our fallen comrades. This resulted in 20,000 pounds (about \$80,000 at the 1945 exchange rate) being raised and presented to the Central Library of Norwich on the 25th of May of that year. The result has been the 2nd Air Division Memorial Room, which has been underwritten by our Association over the years. In addition, there have been special endowments from individuals and groups.

For two years (1986-1988), the Memorial Room was enhanced by our Fulbright Librarian, Bertha Chandler. Last year at Colorado Springs, the membership approved a project entitled The American Librarian Fund. The concept is to ensure the continued presence of a librarian in the Memorial Room. To endow this fund, there will be a ONE TIME request for contributions. The plan has been developed so that the interest from the fund will perpetuate the position of librarian in the Memorial Room. For this to succeed, it is necessary that all of us support it with our pledges.

I was disappointed to learn that, from a membership of more than 350 in the 466th Bomb Group, only 15 responses (checks and/or pledges) have been sent in. I realize that the figures in the Spring Journal (page 18) represent about one-fourth of the time remaining until our reunion in Norwich, where hopefully we can report "mission accomplished." We cannot, however, afford to let our interest lag. A continuing effort by all is needed in order for us to reach our goal. J. Fred Thomas, in "An Open Letter to All Members" (page 7, Spring Journal), states "if only 2,500 members [out of 7,000] gave \$200, our goal would be met." Just think if all 7,000 responded, how simple it would be to reach our goal. Pledges can still be made, checks written for all or part of your pledge, but we must pitch in to complete this project.

I have been a member of the 2nd Air Division Association for about twelve years and this is the first time I have been asked to give a substantial amount to the Association. It is rare in any organization to go that long without having numerous fund drives. I think that it's time for all of us to get out the checkbooks. No amount is too small to be appreciated. Please help make this fund drive a success.

All plans are on hold concerning the proposed memorial window for All Saints Church in Weston Longville, pending more input from you. I have had a few comments from correspondents: (1) 8th Air Force insignia with short, straight wings; (2) RAF units to be represented?; (3) Preferred rendering with crossed flags. Please send any comments you may have to me, so that I can present them to all attending our reunion in November and in future Journals.

New members are trickling in, but returns are slow. So far this year I have sent out letters and applications to nearly 200 prospects. Hopefully the forms will be returning to Evelyn soon.

Plans are formulating for our July 1990 reunion in Norwich.

Do Not Loop a B-24 - Never!

by E. J. Allen (93rd)

With B-24 transition at Liberal, Kansas completed in April 1944, I was sent to Lincoln, Nebraska where the roulette wheel of fortune would spin and select nine other young men to share with me the good and bad times of combat crew training and a combat tour in the ETO. I've sometimes wondered about the crew selection process, what kind of mix or match criteria, if any, was used. At any rate, I soon had a crew, and it was quite a cross section of America. I also marveled at the odds of placing two pilots in the cockpit whose first names were Edgar and Elgar.

My co-pilot, Elgar Roles, was an ex-basic training instructor who liked single engine flying and wasn't particularly pleased at being a B-24 co-pilot. He considered single-needle-width-turns rather tame. I often threatened to strap a saddle on one of the B-24's engines and let him ride out there so he could be a single engine pilot once again.

I didn't especially like my name, Edgar, and I found it difficult to call him Elgar; so since he was about a foot shorter than my 6'4" frame, I started calling him "Shorty" and the nickname stuck. We were sometimes referred to as Mutt and Jeff because of the difference in our heights. After we had completed our combat tour I found out, much to my sorrow, that he resented being called Shorty.

We were assigned to the 93rd Bomb Group in July 1944 and later that year became lead crew. As a lead crew we were required to take our turn flying the 93rd assembly ship, the "Ball of Fire," a B-24D which, notwithstanding the description in "The Mighty Eighth" and other books, had by this time many flush-mounted red lights all over the fuselage. In the early morning darkness it surely did look like a "Ball of Fire."

One day on the way back to Hardwick in the "Ball of Fire" after assembling the group I let Elgar take the controls and do what he'd been wanting to do for a long time: maneuvers more exciting than solid comfort, single-needle width turns. He did several "falling leaf" type maneuvers and then wondered aloud about the possibility that a person could loop a B-24. After some discussion I agreed to try a loop. You can see I was young and foolhardy in those days. We dived to gain airspeed and when we reached the red-lined speed of 350 mph, I pulled back on the wheel and started the loop. When we reached the straight-up attitude, I chickened out and pushed the wheel forward to abandon the maneuver which subjected us to a negative G or so for about ten seconds. At this point, the foolishness of the maneuver became readily apparent to all on board. Not one of us had a safety harness fastened, so we were immediately pressed against the "ceiling." During forming of the group we had fired several dozen rounds of red-green-green flares from our Verry pistol and all the

empty flare casings were strewn about the flight deck. These casings, some tools and all loose equipment, plus years of accumulated dust and dirt rose to the top with us. Fortunately I was long enough that I was able to stiffen my body, brace my head against the ceiling and continue to exert forward pressure on the control column and recover to a more desirable attitude. My crew members didn't say much but they gave me some awfully dirty looks. In retrospect, I have concluded that it might have been better to continue on through the loop so as to exert a positive G force throughout the maneuver.

After returning to the States in early May 1945, we all went our separate ways as so many did. Afterward we exchanged Christmas cards for a year or two but after that I had no contact with Elgar Roles at all.

About 1982 I dreamed that Roles lived in the Seattle area. He was originally from North Dakota and I dream a lot, so I didn't think too much about it at first. But the dream had seemed so real and it crept into my thoughts more and more until I decided to put the issue to rest and look in the Seattle phone book. He wasn't listed there, so I looked in the South King County book and there he was listed, and lived only a few miles away! I called him that evening and learned that he had moved to the Seattle area in 1962, the same year I had. He and his wife were departing the following morning to visit relatives in North Dakota and would call me when they returned.

Several weeks went by and I hadn't heard from him, so I called to find out what happened. They'd had a serious auto accident in Montana on the return trip and Elgar had spent quite some time in a hospital there and still wasn't doing very well. A few more months passed and I had heard nothing, so I called again. Mrs. Roles informed me that Elgar had passed away, mainly as a result of the accident.

So, I didn't get to meet him face to face again after all. I wanted so much to apologize to him for starting the "Shorty" nickname.

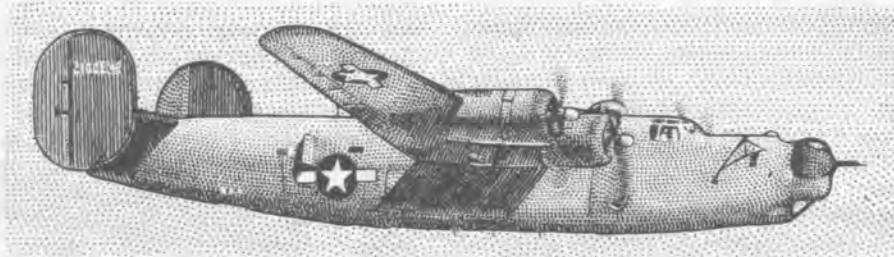
WINDOW DECALS

If you requested same and did not receive any, please drop me a line. Some requests did not have a name and in some cases the request was separated from the dues statement.

Evelyn Cohen
06-410 Delaire Landing
Philadelphia, PA 19114

B-24 Bashing

Murray Grainger's letter appeared in the Wall Street Journal on March 23, 1989.



Flying a B-24 in WWII Was Half The Battle

The March 7 General Dynamics advertisement asking for donations "to help restore a B-24 to its original condition" just happens to strike this particular former B-24 pilot as a piece of supreme irony and unmitigated chutzpah.

True, "forty-five years ago, our freedom was on the line" and on the night of Nov. 14, 1944 (at the ripe old age of 22), I flew a B-24 and a crew of 11 out of Fairfield-Suisun (later renamed Travis Air Force Base) in California, to join the 868th Bomb Squadron ("The Snoopers") of the 13th Air Force, for combat in the South Pacific: Noemphor, Morotai and Okinawa.

Aside from being variously called (with no affection), "the flying prostitute" (no visible means of support) "the prop hanger," "the flying brick" - and enjoying its own notorious version of the Air Corps song: "Off we go, into the wild blue yonder - CRASH!" - it was the worst, misbegotten, wrongly conceived, improperly designed and negligently slapped together piece of junk ever to needlessly take the lives of American flyers.

I flew and survived 35 missions. But seven out of my original 11 crew members died - not from enemy action, but from mechanical failures of the B-24! If they restore a B-24 "to its original condition," then God help and have mercy on whoever has to fly it again.

If they really want to symbolize "the American Spirit," that honor belongs to the brave crews of the B-24, who fully knew it was a horrible deathtrap but went up in it anyway, because "forty-five years ago, our freedom was on the line."

Murray Grainger

Dear Frank [Vadas]:

I am very concerned about the comments of Mr. Murray Grainger in the "Letters to the Editor" section of the March 23rd *Wall Street Journal*. This was in regard to the restoration of the B-24 by General Dynamics.

I think this man should be brought to task for his statements which are certainly not representative of the many men that flew the B-24 through the World War II era.

I would appreciate your comments. I will certainly support any response to this. Before I do anything, I thought it should go through you and the Association leadership.

Robert F. Chapin

Dear [2ADA President Bud Chamberlain]:

I received the enclosed letter from a 389th BG pilot. As our President, I would appreciate it very much if you would write a "Letter to the Editor" in response to Mr. Grainger's letter.

I agree with Mr. Chapin, and think the B-24 was a great aircraft.

Frank Vadas
389th Asst. VP/Treasurer

Dear Bill [Robertie]:

You may have seen the General Dynamics ad in the *Wall Street Journal* and other papers supporting the Collings Foundation effort to restore a B-24J. Since others may have seen it as well, they may also have read the rather uncomplimentary letter to the *Wall Street Journal* editor from Murray Grainger.

One such reader was 389th pilot Robert F. Chapin. His rightfully indignant letter to Frank Vadas reflects a view which may represent that of many 2ADA members. Therefore, I suggest it be published in our *Journal*. You may also care to publish my comments:

I agree with Robert Chapin that Murray Grainger's view of the B-24 may not be "representative of the many men who flew" her in WWII. I, for one, had a great deal of respect for the Lib and enjoyed flying it. My column in the *Spring Journal* attests to that.

However, I also pointed out in my column that a positive view of the B-24 was not universal. Grainger's letter is a case in point. Although I thoroughly disagree with him based on my own experience, Grainger is certainly entitled to express feelings which represent his experience. There is no law which mandates that one must like or dislike the airplane, nor should there be, and nothing one might say to Mr. Grainger is likely to change his mind.

I feel one's B-24 admiration level is strongly personal and, like religion, morality and politics, should be left to the individual to decide. Accordingly, it is inappropriate for our 2ADA to take a position and bring anyone "to task" for any conscientious statements concerning the B-24.

If Robert Chapin feels strongly about the issue, I invite him to use the same forum Grainger used.

C.N. Chamberlain
2ADA President

Rare B-24 Added to 8th AF Museum's New Home

BARKSDALE AFB, LA. — The 8th AF Museum was recently re-dedicated at Barksdale AFB's North Gate. As of 30 January 1989 the museum had six of its dozen aircraft on outdoor display. They are B-47, F-84F, C-45, UC-64, P-51 and B-17.

The museum building has an additional 3,000 sq ft of indoor displays that show "the way it was" at Barksdale AFB, the 2nd Bomb Wing and the Mighty 8th Air Force. The museum also has an Art Gallery and Gift Shop for the aviation minded.

It is planned by the 3rd week of March to move the museum's rare B-24J and its C-47 next to the already in place B-17. The museum's "Liberator" is painted to represent a B-24 belonging to the 466th Bomb Group, 8th Air Force. "Laden Maiden" was chosen to be the fictitious third example in the "Laden Maid" series. We did not want to call it as the original "Laden Maid" or its replacement craft "Laden Maid Again" because we didn't want to make people believe it was the real McCoy. Nor did we want to call her "Laden Maid the 2nd" or "Laden Maid II" or "Laden Maid Again the 2nd" or "Laden Maid Again II" or "Laden Maid Again, Again" — WHEW!

The museum acquired its B-24 from Tulsa, OK in 1978. It flew from Tulsa to Barksdale under a helicopter. The "Lib" did not have glass of any sort nor turrets. The engines and props and its interior were long gone by the time she arrived at Barksdale. All the turrets have been found and most have been installed on the ol' gal. The engines and props have been found and installed as well, although we are still missing most of her cowlings and all four superchargers.

"It has been a slow restoration," says 8th Air Force Museum Curator, H.D. "Buck" Rigg, "but it has been steady. We invite all who worked or flew on B-24s to stop by and visit this rare War Horse and reminisce. Bring your grand-kids, they love it."



License plate of Wm. T. Brenner, 466th BG, 784th Sqdn., now of Deerfield, Illinois.

Tupelo Lass

by Amos L. Golisch

I was saddened to see of the passing of Jacob "Jake" Epting, original 93rd-409th member. His plane, with the crew of James Thomas, was called Tupelo Lass, which Capt. Epting named for his hometown of Tupelo, Miss. It had the likeness of a come-ly lass with parachute painted under the copilot's window. All of the crew members had their names painted on the plane, outside of their crew positions. Under the right waist window was the inscription "Most Honorable Son, Ben Kuroki." Ben was the only Japanese-American on combat status in the Army Air Force. Tupelo Lass was a veteran of the Aug. 1 Ploesti raid and had one bomb painted on the fuselage in the horizontal position.

Our crew met Capt. Epting after transferring from Col. Keith Compton's 376th Bomb Gp. at Benghazi. We only had to move a few miles out of town to find the 93rd Col. George S. Brown was temporary Gp. C.O. while waiting for Col. Baker's replacement, Col. Fiegel. The Col. arrived shortly and briefed us on the first ever mission to Weiner-Neustadt. Benghazi to Weiner-Neustadt to Tunis. Refuel and return to Benghazi the next day. The "Circus" packed up and headed for Hardwick a few days later.

Capt. Epting had finished his tour and chose to fly with us and the "Lass" back to England. Over Tunis, the bearings went out on number three engine. Tripoli was the nearest place to land and soon we were back eating dust. A new engine was flown out from Cairo and we set out, with a borrowed A frame, to change it. A week later, the new engine was run up and we prepared to leave Libya for good. Epting met a soldier from home while at Tripoli and promised him a buzz job. I went down to the "greenhouse" after takeoff and set up the maps. We went down on the deck, past a mud fortress, with all the GIs waving wildly. Over the telephone lines and the final screen of olive trees we flew. Then on to the deck of the airport, heading for the big hanger. British airmen stopped in their tracks, mouths agape. Before anybody could open the hanger doors, Jake pulled back on the column and "Tupelo Lass" climbed for the sky. My knees buckled from the pressure and I could only sit on the floor and watch the altimeter climb. At two thousand feet, we leveled out and headed for Morocco.

Our replacement engine took a flak hit over the second mission to the weiner-works. We had a fifty foot flame behind the wing and a welcome signal to all the MEs milling around the area. Thomas shut off the fuel to the damaged engine and the fire blew out. A lone 93rd plane pulled alongside on the right wing to add some fighter defense. There was an exchange of signal lights between the radio operators and they would stay on our wing, we would lead. Five more survivors tacked around us. We went from tail-end charlie to lead of a

seven plane formation in a matter of ten minutes. The cloud cover was ten tenths now, except for the mountains sticking through ahead. Above the mountains were little dots, the fading 93rd Bomb Group.

Thomas and I took stock of our alternatives. Tupelo Lass was more streamlined and still had the needle blade props. It would cruise better under twelve thousand feet. Instead of following the group down the Adriatic Sea, I mapped a route across Italy to the cape at Civitavecchia. It was a direct line to Tunis. After crossing the mountains, Thomas took the Lass and our formation down to 10,000 feet and set the power on the three engines for 165 mph indicated. The weather had now cleared and we took in the view over Italy. Some inaccurate flak came up at one point and caused us to notice a large airdrome. One of our planes hadn't dropped on Weiner-Neustadt and was about to unload. We watched the

bombs descend and they hit on the hangar area, destroying the planes on the ramp.

Clouds were forming ahead of us and so we went down to three thousand feet. Startled crews asked about the group when our two planes landed at Tunis. They thought we were the only survivors. Soon, a low rumble could be heard through the clouds. The group had arrived. The Lass was full of flak holes and needed patching. After closing the draft holes, I borrowed an air compressor and blew five gallons of rare olive drab paint on the Lass, to freshen her up. I caught hell from Thomas for painting out the old crew names and the Col. raised hell about blowing up useable hangers. We lost the Lass when our crew went into Radar Lead. In Aug. '44, I saw the fuselage of the old girl atop a pile of plane parts near Ipswich. The Lass was still kneeling with her parachute, smile intact; the enemy never brought her down.

A Quick "How To" Guide for Members

Who to contact for the answer to your question or problem.

Lost Buddies & Group Historical Info:

Ask the Group VP

Help in search for WWII acquaintances; information on those you now have located; info on any Group ("then" or now); rosters; etc.

Journal Data:

Ask Bill Robertie

Questions about articles, people, photos (already published, or ones you may want shown in a future issue); extra copies; lead time for submitting data; etc.

Membership Policy & Dues:

Ask Evelyn Cohen

Membership categories; Association membership policy; questions on dues (send dues payments to her); membership cards; etc.

Some notes: (1) Assn. has a policy to provide free dues coverage for those members unable to pay;

(2) dues paid by new members joining after July apply to the rest of that year and all of the next;

(3) dues are on a calendar year basis; statements are sent each year end; please send dues payment back with the statement.

Lending Library:

Ask H.C. (Pete) Henry

Pete is custodian for items to borrow for mini-reunions, etc. He has: Combat movie films and video cassettes, etc.

Second Air Division Memorial:

Ask Jordan Uttal

Ask Jordan about any and all information regarding the Memorial Trust, the Library, the auxiliary Memorial programs (cassette tape program; endowment program; etc.), donations, etc.

Donations: (1) ALWAYS make checks to "2nd Air Division Assn."

(2) Specify on lower left corner of check or by separate note, designation: Capital fund, or other contribution (books, books in memory of ..., etc.)

(3) to offer a specific book: write first to Colin Sleath of the Norwich Library (ask Jordan the procedure).

(4) Donations to Capital Fund: send with annual dues to Evelyn Cohen; otherwise, send to Dean Moyer (Treasurer).

(5) Other contributions: send to Jordan Uttal with note detailing purpose, honoree(s), etc.

Refer to Journal articles, or ask Jordan, for more details.

General Notes:

All addresses of those named above are published on page 2 of every 2nd Air Division Association Journal.

Always make all checks out to "2nd Air Division Assn." unless otherwise specified.

All Association Officers are eager to help you in any way they can regarding the Division and the Association. Feel free to contact any one of them. The above listing provides you with the best sources of information.

Videotapes for the Library

by Howard R. Morton



Three years ago, I was successful in securing from NASA a selection of 33 color sound films and tapes and with the cooperation of B-Cal Airlines (now British Air) got them to England for the 2nd AD Library to copy in order to conform to British TV and electrical standards and then return them to me. NASA gave me six months to do all of this.

Upon receiving the films and tapes, Mr. Colin Sleath discovered that the cost of copying was prohibitive, so only a couple were done before the package was duly returned via B-Cal. Mr. David Hastings volunteered that he had seen in Germany a machine that could play all different types of tapes, so I went searching. Here in Houston, a company supplies electric appliances for employees of companies transferring people to all parts of the world. They were very helpful and supplied the information, including make, model, etc. for

a complete VCR package which would be capable of playing without copying any VCR from the USA, Pal I, Pal II, or Pal III electrical origin.

After discussions, it was decided that the Trust in England would purchase the system in England so that if anything went wrong they would have the seller right there to look to. This was done. The TV screen is not large enough, but they are going to get a larger one soon.

I am going to NASA and get some tapes copied which will not have to be returned. I have sent them some tapes on Texas. My pilot, Ken Wheeler, is getting tapes on Michigan; my bombardier Bob Piccilo is doing Virginia; the other navigator, C.L. Pullen is doing Oklahoma. Now I want volunteers from other states to get from their respective state Chambers of Commerce, State Houses and prominent businesses tapes covering the outstanding qualities in that state from business, historical, geographical and tourism so that the Norwich Library will have an excellent cross section of the USA for the students now and in the future to know more about where the members of the 2nd AD came from than what they might get from old John Wayne movies and TV shows like Dallas.

These tapes can be sent direct to Colin Sleath at the Library in Norwich or to me, at 2222 Westerland, Apt. 94, Houston, Texas 77063; Tel. (713) 266-6283. I suspect the organizations furnishing the tapes will be happy to send them direct. Just let me know so that I can keep a record and be able to try and fill the voids.

Some Suggestions From a Member

by Howard R. Morton

Evelyn Cohen has worked long and hard for the Second Air Division Association and I think she deserves to rest on her laurels. After all, she is like all of us who are trying to slow down a bit.

Therefore, I am suggesting that some type of 2nd AD travel agency be established to handle the travel plans on a year round basis for the membership, including ship, plane, rail and hotel/motel accommodations. With the tax status being in full consideration of the 2nd ADA, 7,000 members could help put some nice money into the Association at no extra cost to them whether or not they are traveling on business or pleasure. Let Evelyn take a breather as she has really earned it from hard work for a long, long time while doing a great thankless job.

As for Jordan Uttal's project of raising money to support a full time American librarian at the Memorial Room in Norwich: For the long pull he is on the right track. However, the track record of the number of contributors from the 7,000 members indicates that this is going to be a several-year project.

In the meantime we are without a "Bertha Chandler." It is therefore my suggestion that we investigate an interim ten-year program which would give us the money almost immediately while Jordan's program is developing. I have some ideas which I would like to discuss with the leadership at their convenience. None of us are getting any younger, so prompt action I believe is required.

"The Last Mission" Norwich 1987 Convention on Tape

"The Last Mission" is a 1½ hour (VHS) video tape of the 5 days in Norwich, May 21-25, 1987. Portions of this tape were provided by NBC Atlanta, Kent Stokes of the 453rd BG, the NBC Today Show and others.

THIS TAPE MAY NOT BE SHOWN COMMERCIALY ANYWHERE. This is the agreement we made with NBC. It is only for use of the 2ADA members and their families.

We are now ordering this tape from the processor in five and ten lots to fill the reduced number of donations and must now request a \$25.00 donation to the Second Air Division Association (make checks payable to "The Second Air Division Association") from anyone who would like to have a copy.

Also available is the 30-minute NBC Atlanta tape as shown on TV in the States. For this, send a \$20.00 donation.

Send your order to:
H.C. 'Pete' Henry
164B Portland Lane
Jamesburg, NJ 08831
(Tel. 1-609-655-0982)

Please allow six to eight weeks for delivery.

Attention Golfers

The Ninth Annual 2ADA Golf Tournament will be held Thursday, November 2, 1989 at the Robert Trent Jones Course, Palmetto Dunes, Hilton Head Island, SC. The course is within a mile of Hyatt Regency Hotel and we will have a modified shotgun start at 08:00 a.m. That means that everyone will have to be at the course by 07:30 or earlier.

The charge will be \$50.00, which includes green fees, one-half cart and a few golf prizes as in the past. We may or may not provide souvenir golf balls this year and possibly a light lunch after we finish. This has yet to be determined.

Anyone interested in playing, please advise the undersigned as soon as possible, enclosing a check for \$50 (refundable if unable to attend), and advise your handicap or average score and Bomb Group.

Pete Henry
164 B Portland Lane
Jamesburg, NJ 08831
(609) 655-0982

Letters



Dear Bill:

Several items caught my attention in the Spring number, some because I can contribute additional information, others because the authors or your correspondents may be able to help me to identify positively the B-24 concerned by its full serial.

The lead airplane in the 458th BG low left squadron flown by Capt. John Floyd and Capt. Simes on the Christmas Eve raid over the Bulge appears on the Formation Plan as 575 O J3. Can Col. George W. Dicks or Gerry Covey remember whether it was a named airplane and, if so, its nickname? Its serial was B-24H-1 DT 41-28575, B-24J-1 FO 42-95575, B-24J-1 FO 42-50575 or B-24J-5 FO 42-51575. Which one was it?

The B-24 in the photo on page 27 was either B-24E-1 FO 42-7005 or B-24H-20 FO 42-95005. If it was the former it was certainly taken during training in the USA because no B24Es were assigned to ETO. If it was the latter, it was certainly assigned to 492nd BG, 859th BS as X4 G+ with which it flew 14 missions starting on 6 June 1944 before being MIA on the 7 July 1944 mission to Bernburg. It may also have been earlier assigned to 458th BG, 754th BS as Z5 H and flown on the 29 May 1944 mission to Tutow with that Group. I hope this may help identify the crew.

Tom Brittan
24 Lyndhurst Drive
Sevenoaks
Kent
TN13 2HQ

+ + + +

Dear Mr. Robertie:

Your Ipswich address brings to mind my crew's being stood down from flying missions to do ten days bombing practice over Ipswich, England in 1944.

We completed our tour in August '44 with the 852nd Sq., 491st Div. then based at North Pickenham.

The Division's Journal is so interesting that I read almost every word!

Having piloted B-24s, I should offer a suggestion for John W. Archer's item on page 28 of the Spring '89 issue entitled "Boys Howdy." If the two port engines bombed out the "ghost aircraft" would turn violently to port, not to the right as Archer said. With both port engines out - even feathered - both a pilot and co-pilot would be needed to hold a straight course.

I look forward to future issues.

Dwight L. Turner
6122 Chrisbin Drive
Columbus, GA 31904

+ + + +

Dear Bill:

I talked to you once a few years back and I should have kept in touch, but you know about the ways of mice and men.

Enclosed is a picture of Jake Epting and crew. It was taken at Ft. Meyers Beach shortly after the 93rd was formed at Barksdale. We flew our phase training and doubled on sub-patrol. One of our (409th) planes sank a sub off of Virginia and the Group was given a Presidential Citation.

We left Ft. Meyers and went to Grenier Field in NH, from there to Prestwick and on to Alconbury, England.



Officers (l-r): Jake Epting, Hap Kendall, Al Naum, Al Weir. Enlisted (l-r): Ed Bates, George Ingall, Joe Forti, Dell Kettering, Dick Ryan.

I have never seen anyone tell about our early endeavors in England. Fifteen planes to Lille, the sub pens at L'Oriset, La Pallice, St. Nazaire etc. or the story of how we were loaned to the British Coastal Command to do anti-sub work for the North African invasion. We did a lot of work with what we had to go on - The only B-24s in England trying to fly with Forts (impossible). One day we went to the sub pens carrying 1600 lb. armor piercing bombs. We went in first at 14,000, the Forts were to come later with HE's. I saw the bombs we carried bounce off of the sub pens, later we found out that they were 14 or 15 feet of reinforced concrete.

I went to Norwich in '87, didn't recognize a thing, skipped Alconbury (an RAF jet base). Went down to Cornwall (Redruth) and again recognized nothing. I did however enjoy being in England and meeting a few old duffers like myself and swapping stories.

Love the Journal - need more stories about the 93rd and the legend that they created.

I was shot down on the first raid after Ploesti (Wiener-Neustadt) August 13, 1943. Spent most of the ensuing months (21) as a POW at Stalag Luft IX. I now belong to American Ex-POWs and the Escape and Evasion Society. I also crash landed in our original plane (RED ASS) in Spanish Morocco and spent three months interned in Spain.

In this photo there are 12 DFCs and 30 or more Air Medals. Bates and Forti were wounded and Ingall was Zled for cadet school.

If you are interested I can tell you other stories of the early days.

Dick Ryan
80 Cabot St. #5
Beverly, MA 01915

+ + + +

Dear Bill:

I am looking for crew members and ground personnel who flew or serviced the B-24 "Bomerang," Serial No. 23722. "Bomerang" was the first 8th Air Force B-24 to complete 50 missions, and was flown back to the States in April 1944 on a war Bond Tour.

"Bomerang's" First Crew: John E. Stewart, Ambler, PA; Geo. W. Bailey, Los Angeles, CA; Gerald F. Conningham, Haverhill, MA; Benjamin B. Klose, San Antonio, TX; Herbert Hape, Evansville, Ind. (located him); Herbert B. Daly, Ventondale, PA; Robt. D. Scott, Anderson, Ind.; Joe M. Cuellar, Jr., San Gabriel, CA; Maurice P. Cotter, Yermo, CA; Homer O. Sheetz, Sheals, Ind.

"Bomerang's" Third Crew: John M. Stauffacher, Calamine, Wisc.; Murry Markowitz, Bronx, NY; Quentin L. Morris, Ridgeway, TX; Carl F. Marcussen, Lakewood, OH; Glen P. Hartman, Paonia, CO; Clare C. Omley, Los Angeles, CA; Harvey L. Heath, Burlington, NC; Frank G. Blazek, E. Pittsburgh, PA; Kenneth W. Neidenthal, Navarre, OH; Donald J. Johnston, Lewiston, PA.

"Bomerang's" Ground Personnel: George C. Ewald, Norfolk, VA; Charles A. Chambers, Mechanicsburg, PA.

Crew Who Flew "Bomerang" Back to the States on the War Bond Tour: Enos H. Lee, Jaretsville, MO; Geo. C. Everhart, Marysville, Kansas; Alfred B. Bergkamp, Cheney, Kansas; Wm. N. Ford, Jersey City, NJ; Walter T. Stewart, Salt Lake City, Utah; John V. Kemp, Jr., Los Angeles, CA; Edwin D. Kleine, Richmond Hill, NY; Ralph Carroll, North East PA (located him); Michael L. Sullivan, Detroit, MI; William A. Apy, New Canaan, CT.

Anyone out there who has information on the above names, or any information about the "Bomerang" can contact me at the address below or call me collect at 509-865-2481.

Kent Jaquith
760 Knight Hill Road
Zillah, WA 98953

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(l-r): Dan Boone, Bud Chamberlain, Irene Boone and Mike Chamberlain at the Hilton Head Executive Committee Meeting. Dan was Bud's engineer, and they hadn't seen each other for 40 years.

+ + + +

Dear Bill:

I would like to thank the 2nd Air Division Association Journal for printing the articles by Mr. Chamberlain and by Mr. Fred Thomas in the Spring Journal. They, by the content of their articles, reinforced my decision as to what I should do with the contribution I was going to give to the librarian fund.

Thanks to both authors, my decision is to send the money to the Collings Fund. Thank you, gentlemen, for helping me make up my mind. Right on, Fred Breuninger of the 446th Bomb Group, I'm with you!

Victor G. Templer

+ + + +

Dear Evelyn:

The Second Air Division Association in general, and the 392nd Bomb Group in particular, lost a good English friend and supporter upon the death of Mrs. Grace Kimble at Harlow, Essex on February 2, 1989. Her death came as a shock, although she had been in poor health for a number of months. We are certain that her many friends of the 2ADA will be saddened to learn of her passing.

Grace became interested in the 2ADA and the 392nd BG in 1983 when she visited the U.S. cemetery near Cambridge and copied the name of a 392nd BG man off a gravestone. It was her intention to research the background of the man whose name she copied, from his birth until he was killed while serving with the 392nd BG. During her research, she learned that the man had died in a mid-air collision during a training flight in the summer of 1944. However, a portion of the crew was not aloft on the flight and survived the war. Grace was able to contact most of the crew who were living, and through research and other correspondence she became acquainted with those men and many others who served with the Second Air Division. As a result, our Association gained quite a number of new members.

In addition to research and correspondence, Grace spent really more of her time and resources than she should have while acting in the interest of the 392nd BG and 2ADA. She could always be counted on to contact a friend, run an errand, or supply a wreath to be laid at the 392nd obelisk at Wendling and/or the cemetery near Cambridge, much of which was at her expense. We were able to have Grace and her husband, Albert, with us at our 392nd BG mini-reunion at Norwich in 1987 where we expressed gratitude to some small extent with a "Rokicki" plaque and small gifts.

It was our good fortune to correspond with Grace and Albert several times each year. We shall miss her, and we know many others will also.

Fred Thomas
8932-1318E Biscayne Court
Huntington Beach, CA
92646

+ + + +



Dear Bill:

I thought I would send you this photo of my auto which has the license plate 2ND-AIR, the only one that can be had here in Pennsylvania. Also, it just happened that my inspection sticker is 3-89 which is my old Bomb Group, 389th.

Keep up the good work as I enjoy the Journal very much. See you in Hilton Head.

William C. Nelson
779 Old State Road
Apollo, PA 15613

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Dear Bill:

In reading all issues of the Journal, I find myself seeking names, places, and events that stir memories of my army days.

While randomly scanning the Spring 1989 issue, I was suddenly confronted by the article on page 9 entitled "Division Headquarters" and this I thought should be of interest to me - for there I be back yonder when - and as I read it, I grew more and more excited.

It spoke of Boileau, a pond, Frenchmen, General Kepner, flags and land, and cattle onlookers - and a ceremony! And for only the second time in my years of reading the Journal, I felt the surge of a personal thrill - for I was a part of that ceremony!

As I read the article, I looked up from my desk and almost within reach of my fingers, adorning my office wall, was the picture of General Kepner awarding me as a ceremony participant the "Certificate of Merit" and my gaze passed a bit further and there proudly framed was the certificate itself "in recognition of conspicuous and outstanding performance of military duty from November 1943 to November 1944" signed by W.E. Kepner, Major General USA, commanding 2nd Bombardment Division.

For some reason I felt young and deeply moved, and briefly forgotten were the pills in my pocket and aches of 76 - and that means age and not a year. How proud I was to have received that honor and when I returned from the war and resumed my practice, these were the very first pictures to adorn my wall.

When General Kepner died, I placed his obituary beneath his picture as a poignant reminder of him and all those many friends I made during Second Air Division days "too many years ago."

Thanks to Ray Strong and Carl Barthel and to you for the writing and publishing of this most interesting reminder.

Virgil O. Hinton
802-806 Ameritrust Bldg.
Canton, Ohio 44702

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Dear Bill:

Of all the articles and letters published in the Journal over the past several years, I've seen none relating to the inventor of the B-24 wing, Dave Davis. The Davis airfoil certainly played a major role in the history of the B-24. Maybe it would be interesting to have a short biography of him sometime.

Back in 1959 or 1960 I worked with Mr. Davis at Hughes Aircraft Co. in El Segundo, CA. He was in their outside quality control department. I understand he received little or no royalties for his unique wing design.

E.J. Allen
16636 6th Ave. SW
Seattle, WA 98166

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Dear Bill:

In the Spring issue of the Journal on page 27 is a photo of an unidentified bomber crew. I had not seen this picture before, so you can imagine my surprise in recognizing my husband, third from left, back row. He is deceased now, but his name was Capt. Gilbert E. Schulze, pilot, 754th Sq., 458th BG (H). After completing his missions at Horsham, Norwich, England, he was made instructor of replacement crews while assigned to Operations. He wrote that the training flights helped break up the monotony of the office work. This picture was probably taken between August and the end of October 1944.



This crew no doubt a replacement crew at Horsham St. Faith, Norwich, England, 1944. Capt. Schulze is third from left, back row, leather jacket.

I'll be watching the next issue to learn if the others are identified. Whoever sent this picture in certainly made my day, by giving me a very pleasant surprise.

Enclosed is a copy of a crew which I believe to be the same as the one pictured, taken at a different time (due to their dress). However, it could be of a different crew. I do not have the names of any of the fellows except again, the one third from left, back row, is Capt. Schulze.

Geneva F. Schulze
2121 Riverside Drive
Sidney, Ohio 45365

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Dear Bill:

Thank you very much for opening and reading my letter. I hope you don't mind this writing to you about an airplane that once served with the 458th Bomb Group during World War II.

Just for my hobby, I am doing some research work to the B-24 42-95117 that flew with the 752nd Bomb Squadron. It was involved in a crash over the eastern part of Belgium on 20 July 1944. (MACR 7255)

As a second part of this hobby, I am trying to build it as a 1/48 scale plastic B-24 model (wingspan 27½"). To complete this model just the same as how it looked that famous day, I am still missing some details.

If possible I want to know if the plane had any nicknames or nose art. Any other information about colors, codes, markings, etc. pictures are always welcome. I want to pay for these costs if there are any.

Thanking you for your kind attention on this letter and hope some day to receive a small answer from you.

JANSE Johnny
Halensebaan 63bis
3386 Molenbeek-Wersbeek
BELGIUM

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10 HAPPY FELLOWS - 389th BG. June 21, 1944 - crew of the B-24 "Mistah Chick" which crash landed in Halmstad, Sweden. Kneeling (l-r): Lt. Veto Iavecchia, bombardier; Lt. James Ryan, navigator; Lt. Ralph Williams, co-pilot; 1st Lt. Ralph Leslie, pilot; Sgt. Eugene Garner. Standing (l-r): Sgt. George Rake, engineer; Sgt. Neil Park, gunner; Sgt. Donald Hudspeth, gunner; Sgt. Charles Campbell, gunner; and Sgt. Robert Rumery, radioman.

Dear Bill:

After 44½ years, our crew of the 389th Bomb Group, B-24 "Mistah Chick" which crash landed in Halmstad, Sweden on June 20, 1944, had a mini-reunion in Palm Harbor, Florida, Feb. 26-28, 1989. Five members of the crew and wives met and spent three wonderful days together. Sharing with us the greatness of the moment was Ms. Anne Brusselmans (and her daughter Yvonne Daley), many times decorated for her service in the Belgium underground that safely hid and repatriated U.S. fliers - downed behind enemy lines - back to Allied control. The mini-reunion was concluded with a VIP tour of McDill Air Force Base, its strategic war room, flight line and hands-on inspection of the famed F-16 jet

fighters. Our pilot, Col. Ralph Leslie and his beautiful wife Betty were perfect hosts by planning the F-16 tour, inviting their Belgium friends and making the whole affair delightful. It was a fantasy reunion initiated in heaven.



(l-r): Sgt. Donald Hudspeth, Col. Ralph Leslie, Sgt. Neil Park, Sgt. George Rake, and Lt. Veto Iavecchia.

Anyone know the whereabouts of three of our crewmen: James T. Ryan, navigator, ser. 0685735, last known address 137 So. Enterprise, Bowling Green, Ohio; Eugene Garner, gunner, ser. 18124310, last known address Route 5, Paris, Texas; Robert H. Rumery, radioman, ser. 33249733, last known address c/o Eldredge Ave., Staten Island, NY.

Any information on the above should be sent to: Col. Ralph Leslie, 3301 Rolling Woods Drive, Palm Harbor, Florida 34683; tel. 813-785-4612. Thank you.

Veto Iavecchia
2812 Magee Avenue
Philadelphia, PA 19149

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Dear Bill:

Greetings to you. Please publish this letter in the Journal if you can. Man, the 2ADA is really something, probably worth at least \$1,000.00 a year instead of ten.

Some few weeks ago I wrote you a letter, mentioned some of my crewmates, and related two stories to you that happened to us on bombing raids. You published it in the Spring Journal; someone read it and asked my pilot if it referred to him. He said it did and subsequently called me and was able to give me the names and addresses of three other crewmates. I have written to them and also I have written Evelyn and given her the names and addresses of all four of them and urged her to send them membership applications.

So, let me say this to the membership. If you are not able to locate someone, then send a story to the Journal and mention names, events and places. It is a good bet that someone will read it and it will get to the right person.

Went down to Kissimmee and saw that B-24, Bill, and it is going along nicely. Hope to meet you personally in Fort Worth.

Fred L. Weatherly
3325 Wilmer Road
Wilmer, Alabama 36587

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Dear Bill:

I guess my most memorable experience was our 13th mission to Nurnberg. Our plane got hit by an 88 mm shell which came in from the belly under the flight deck.

I was standing at the time; it came up near my foot, tore the armor plate off in back of Mac, it just flopped over on the flight deck.

The shell was a dud and never exploded, it just took my chute right out the side of the plane. All I have left is the handle. We lost our hyd. system but no injuries.

I remember telling our engineer Geo. Snook that if we went down, I would have to hitch a ride with him.

Frank Mangan
31169 Park Ridge Drive
Brooksville, FL 34602

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Dear Bill:

Finally discovered 2ADA this past Fall. Sent my ten bucks to Milt Stokes, who passed it along to Evelyn Cohen. Seem to be in good standing and have received two issues of the Journal. The Journal varies from excellent to just fair and with some exhibitions of pettiness - but I do understand that you as editor can only work with that which is submitted - no personal criticism of the editor! In fact you probably are to be congratulated for having the fortitude to handle the responsibility. Thanks.

James Dyke
P.O. Box 606
Mesilla Park, NM 88047

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Dear Bill:

In reference to the crew picture of "Bomerang" on page 30 in the Spring '89 Journal: I recognize two of the flyers, who were original crew members of DeMont's crew with myself. They are George Everhart (bombardier) holding his hand up in the Victory sign and Alfred Bergkamp (engineer/top turret gunner). He's the one holding his hand in a small circle. The others I do not know. However, I do know that this particular crew was assembled from a variety of different crews.

Bill Nelson
93rd Bomb Group

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YB-24N instrument panel from Kingman

Dear Bill:

HELP! I am building an E-5 Turret Training Truck, similar to the ones used at Kingman Army Air Field and the other WWII gunner schools. My Sperry Ball is completely restored, but construction of the suspending framework is being delayed due to the lack of original specs.

I desperately need Tech Manual 9-2800, Tech Order 11-65-1, photos or any other information on this vehicle that will aid me in its accurate reconstruction.

Also, I have in my collection two bomb bay doors that were taken from Liberators scrapped at Kingman - each is painted with a stripe running its length, one green & 13" wide and the other yellow & 7" wide. These stripes run along the edge that was on the underside of the ship when the doors were closed, therefore they could only be seen from the side when it was time to release the eggs. My question: Are these squadron

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Dear Bill:

In the December '88 B-24 Newsletter from the Collings Foundation, I noticed in the listing of the nine Honor Squadron/Dedicated Crew level of donations that four were from the 15th Air Force, one from the 13th AF, one from the 7th AF and three from the 8th Air Force, 734th BG.

With so many B-24 crews and personnel in the 8th, why are so few interested enough to help restore this one B-24J as the only completely restored bomber of this type in the world?

Work is progressing nicely, but funds are becoming vital. Why don't one of the 2nd AD Bomb Groups pick this up as a major project? If some Group made a sizeable donation, the Group colors might be given to this B-24J.

How about it, fellows? Any gift of any size is acceptable. Send it to: The Collings Foundation, B-24J Project, Box 248, Stow, MA 01775.

Charles W. Lanham
Wesley Heights Community
580 Long Hill Avenue
Apt. 326
Shelton, CT 06484

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markings or some type of warning system that let other crews know the ship above them was about to let go?

Thirdly, I also have an extremely rare instrument panel (photo enclosed) removed from one of the YB-24Ns scrapped at Kingman. As you may know, this was the final, single-tail version of the long Liberator line and there were only 7 of these birds built (6 bit the dust at Kingman). I am planning on making a museum display of this panel, so I was wondering if any readers had photographs or information on the B-24N?

Unlike some of the current aircraft restorers who are soliciting cash or parts donations to get their project off the ground, I will gladly pay reasonable prices for any of the above. Please write.

John C. Szabo
P.O. Box 2641
Riverside, CA 92516-2641

Dear Pete [Henry]:

Thank you kindly for sending me the copies of VCR tapes for the 2nd Air Division activities and those of the 8th Air Force.

Each of us can be very proud that we were given the opportunity to serve with the units of the 2nd Division and all of the other units of the Mighty 8th Air Force.

In addition to serving with the above, I along with the other members of our police unit, served with many support elements, such as the C.I.C., C.I.D., G2, the engineering Bn. that built the air fields, many of the invasion units, and a host of others that include the British, French, Poles, Swedes, and etc.

Thank you too for the postcard telling me about Gen. Johnson. We had a detachment that was at the 44th at Shipham from Jan. 1943 to July 1945. So many of those great guys were known to most of us, maybe not by name, but surely by contact and everyday activities. That would hold true too for the 56th F. Gp.

The best of luck to you with the activities for the films and the Memorial Library.

Danny Bollinger, Jr.
7900 E. 8th Rd.
Plymouth, Indiana 46563

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Dear Bill:

Having been in Ordnance and having helped in loading several tons of bombs during my stay in the ETO, I was interested in the article by J.E. Gegenheimer. I realize he wasn't writing a technical article, but I would like to elaborate on some of his statements.

The retaining pins were not attached to the wires, as stated. The arming wires WERE the pins after the pins were removed, and they were fastened to the fuse with Fahenstock clips. When the bombs were released, the clips pulled off the ends of the wire, leaving the wire on the bomb shackle. The arming vane (propeller) was then free to rotate and after so many rotations, fell off the fuse, exposing the detonation pin. There was both a nose and a tail fuse. The safety pins were given to the bombardier, or someone else in the event they were needed.

The bombardier could toggle one bomb off at a time or he could salvo the load. Of course he had to toggle the individual bombs off from the bottom tier and not the top!

I remember an incident where one of the 458th planes returned to Horsham with his bomb load intact. Just why I don't recall. The bombardier toggled them all over Norfolk County, I think. A group of us were sent out to locate and mark the location of each bomb. We were invited into the home of an old English gentleman who had been in the Boer war or maybe in India. After listening to his war stories and drinking several cups of tea laced with brandy, we were not quite as eager to look for UXB's, or unexploded bombs!

Ben Hooker
(754th Bomb Sqdn. Ord.)
Lufkin, Texas

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Dear Bill:

What a nice thing for you to have reprinted the article that the Chicago Tribune ran on our Ex-POW reunion. We tried to find other POWs who were in our same room at Stalag Luft I without any success, other than the ones that are mentioned in this story. Hopefully, someone who was in our room will see the story and contact us so that we can extend this friendship.

No writer can express the emotion and the wonderful comradeship that the six of us had in getting together after not seeing or hearing from each other for over 43 years.

Unfortunately you listed me, Ira P. Weinstein, as being in the 44th Bomb Group, when in reality I was in the 445th and was shot down on the well known Kassel raid.

Ira P. Weinstein
President
Schram Advertising Co.
450 Skokie Blvd.
Building 800
Northbrook, IL 60062

(Ed.: See - if you had been flying with the best Group in the 2nd AD (the 44th) you could have walked home.)

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This ex-389th BG Liberator had been set on fire by the German crew of Kampfgeschwader 200 in April 1945.

Dear Readers:

For several years I am very much interested in American aircraft down in Germany and German occupied territory in World War II. A year ago, Squadron Signal Publications published my book, "Strangers in a Strange Land."

Now the publisher wants a second volume and I am doing research for this. For this reason I am looking for information and pictures on downed American aircraft, also pictures of American bomber in

the use with the Luftwaffe, as pictures on recaptured Americans after the war.

Any information as well as pictures is greatly appreciated and helps me to do the second volume as accurate as possible. I thank you in advance for your kind cooperation.

Hans-Heiri Stapfer
Bergstrasse 35
CH-8810 Horgen/ZH
Switzerland

✦ ✦ ✦ ✦



Front row (l-r): Frank Bastian, pilot; Donald W. Disbrow, co-pilot; David O. Holst, navigator. Standing (l-r): Paul C. DiGiacomo, waist gunner/armorer; William O. Wilbur, engineer/top turret; Robert Colletti, waist gunner; Fred G. Theobald, nose gunner/armorer; Dewey A. Holst, tail gunner/armorer; William (Bill) Degnan, radio operator.

Dear Bill:

This is my first time writing to you, so I want to let you know how much I enjoy reading the Journal, especially the letters. In the Spring 1989 Journal, I read a letter written by John H. Walker. He was looking for his crew members. His bombardier was from Kansas City, MO and his last name was D'Angelo. I called three or four

D'Angelo's and located him. I gave him John Walker's address and he said he was going to get in touch with him. He also wanted to know how he could join up with us, so I took him an application.

I, also, am trying to locate my crew members. I am working with Virgil Thompson through the Search Service at the present time but thought you might run them in a letter in the Journal and someone in the same city might look in the telephone directory and call a few people with the same last name for me. It would be appreciated.

Here are their names: pilot Frank Bastian, Chicago; engineer Bill Wilbur, MA; radio operator William (Bill) Degnan, Chicago; nose gunner Fred G. Theobald, Long Island, NY; waist gunner Paul C. DiGiacomo, New York, NY; waist gunner Robert Colletti, from the state of NY, reported MIA or possibly KIA Aug. 26, 1944. Those I have located are co-pilot Donald W. Disbrow, 100 Wyboff Drive, Vacaville, CA 95688; and navigator David O. Holst, 804 West Davis, Fayette, MO 65248. David is my brother.

Enclosed is a picture of our crew. Thanks, Bill, for all of your good work.

Dewey A. Holst
(448th tail gunner)
6710 E. 17th
Kansas City, MO 64126

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Dear Bill:

I must respond to the article "To Set the Record Straight" by Dave Swearingen in the Spring 1989 Journal wherein he refers to J. William Tikey's article in the Winter 1987-88 issue. I certainly cannot understand how he, or anyone, would have the impression that Tikey was boasting of leading the wing or was detracting from anyone else in the air on the Leipheim mission. Tikey clearly stated that our crew was leading a squadron of the 466th and generously identified the mission as a milk run.

The points that he specifically made were that there were perfect weather conditions, great fighter support and *superb bombing*. The results of the bombing are the point of his story, 60 ME 262s were destroyed six weeks prior to D-Day. It's a great feeling, discovering some forty years later, that we took part in this action that saved how many lives among the Allied invaders? 50? 500? 5,000?

This letter is in no way meant to be negative to Dave Swearingen, but to *really* set the record straight. I'm pleased to know that fellows like he and his crew were fighting on our side. And those who know and flew with Joe Tikey, including myself, must say the same of him. Incidentally, our combat tour included 8 group, 9 wing and 2 division leads as a lead and, later, as a pathfinder crew. Forty-five years later, J.W. Tikey is still my very good friend.

And, Dave, if you're ever in the neighborhood, stop in for a drink.

Hank Tevelin
5099 Mirror Lakes Blvd.
Boynton Beach, FL 33437

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Dear Evelyn:

My "finding" and then joining the 2nd ADA has reopened up a whole almost forgotten time of high adventure in my life. In addition to the new friends with 2nd AD affinity, I have relocated a long lost dear friend Conrad Menzel, who is hale and hearty in Kansas (see August 1985 issue of the 44th Log Book, page 1, Mission to Politz.) We had a one-hour telephone visit the other night. We roomed together, did a lot of flying together, and became close friends while I was in the 44th BG, 506th Sqdn. at Shipdham. What a great bull session we had. Interestingly, he had been discussing me with his wife just two weeks prior wondering what had happened to "old Ed."

Bill Holmes of the Friends of the 2nd AD in Norwich and I have been talking together by amateur radio every Tuesday morning at 0900 EST. For anyone interested, our frequency is 21.230 MHz. My call is KB1FG, and his is G4TWT. Earl Nissen, of Waverly, IA (call WOMKY) is a friend of Ellsworth and Joyce (I don't know their last name) who is a 2nd ADA member and friend of Bill Holmes. Bill is setting up a 2nd ADA amateur radio net which should enhance our communications, particularly across the pond. This morning he formed the 2nd ADA Amateur Radio Association, and he elected me as chairman. We'll try real hard to make it fly.

Erla and I plan to be at the Ft. Worth soiree in May and hope to see you there. We can't come to Hilton Head as we will be on a one-month cruise of the South Pacific at that time. It is with very mixed emotions, but that trip was planned well in advance.

Down to business: my wife Erla and I have decided enthusiastically to go to the Norwich reunion in 1990 and would like to be placed on your reservation list. I detect that a deposit is desired. Please fill me in on the details.

Thanks for your interest and all you are doing for the 2nd ADA.

Edward G. Schwarm
251 Regency Drive
Marstons Mills, MA 02648

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Dear Evelyn:

Just wanted to inform the Association that Lt. Wilfred Hamilton's crew had a reunion at the Viscount Hotel in Kennedy Airport, NY, on June 25, 1988. Seven crew members and four wives were present. Some of us had not seen each other in 44 years! We hired a conference room at the Viscount and "rapped" plenty. The warm feeling we generated among us would be difficult to describe. Allan Blue, author of "The Fortunes of War" was very instrumental in our reunion taking place. We have very good contact with him; our co-pilot M. Moorhead resides 10 miles from him.

The sad part of this letter is that our pilot's wife Kay wrote us that "Ham" (that's what we called him) passed away November 28, 1988. He was 69 years old. He along with our co-pilot returned us from missions where we never thought we would ever see our home base again.

Bob Mantel
8200 Shore Front Pkwy
Rockaway Bch, NY 11693

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Dear Bill:

The 2ADA has been organized for many years. We now enjoy the largest membership ever. What a great number to be involved after all of these years. Each year we travel to our convention sites to enjoy a great time of fellowship and comradery. As we get older it gives us an opportunity to look over our shoulder and count our many blessings of life. As members of the Second Air Division Association, we now have the opportunity to pay tribute to over 6300 brave young Americans of our 2nd Air Division that paid the supreme sacrifice. I feel that it is most appropriate that each and every member support our 2nd Air Division Memorial. Regardless of how large or how small a contribution might be, it is certainly the least (and maybe the last) that each of us can do to perpetuate the memory of these great Americans.

James H. Reeves
2ADA Past President
Box 98, Thomasville Rd.
Moultrie, GA 31768

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Dear Bill:

I have been a member for about ten years and have attended, in a way at least, two Norwich conventions. What I mean is that I happened to be in town at the same time and attended some of the functions.

All of those in attendance I met were "fly boys" and none of them were of the chairborne troops as I was - Medical Detachment, Headquarters Detachment, 467th Bomb Group at Rackheath. I looked in vain for anyone who knew anything about the members of the Medical Detachments from the 788th, 789th, 790th and the 791st Squadrons. I did find someone who had known our group flight surgeon, Major Joseph Lee Mann, a close personal friend who has passed to his rest. I served him as Medical Sergeant Major for the Station Sick Quarters in the valley just below the Headquarters on the hill.

They were a fine bunch of men and I am sure that most of them have had successful careers as I have. We have our own stories of blood and gore.

I am amused by the continued use of the name for the Group bulletin - Poop from Group. A bunch of us headquarters types came up with the name early in the history of the Group. I believe a lot of credit goes to M/Sgt. Ed Krance, but I did have some input.

While I cannot attend many conventions, I retain great memories of my participation in a great organization.

Frank W. Stokes
4227 James Drive
Anchorage, AK 99504

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Dear Evelyn:

Marysville has just built a new public library, and come to find out, they didn't have any books on the Eighth Air Force and Second Air Division. I have donated all the ones I had. Maybe the other members had better check their public libraries. We never know till we ask.

Harold H. McNeely
Marysville, Ohio 43040

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